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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[2]
	RNAV (GPS) Rwy 22[3]
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NA when local weather not available.

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

NA when control tower closed.
NA when local weather not available.

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL **ILS or LOC Rwy 4R**[1]
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL **ILS Rwy 6**[12]
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL **ILS or LOC/DME Rwy 15**[123]
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI **RNAV (GPS) Rwy 12**[1]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

DANBURY, CT

DANBURY MUNI **LOC Rwy 8**[123]
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

FITCHBURG, MA

FITCHBURG MUNI **NDB Rwy 20**[1]
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL **NDB-B**[1]
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE **RNAV (GPS) Rwy 1**
NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

JAFFREY, NH

JAFFREY AIRPORT-
SILVER RANCH **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI **ILS or LOC Rwy 18**[1][2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE

MANCHESTER, NH

MANCHESTER **ILS or LOC/DME Rwy 17**[1][2]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE
HARLOW FIELD **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI **RNAV (GPS) Rwy 29**
VOR Rwy 29
NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET
MEMORIAL **ILS or LOC Rwy 6**[1][2]
ILS or LOC Rwy 24[1][2]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD **RNAV (GPS) Rwy 32**[1]
VOR or GPS-A[2][3]
VOR Rwy 32[2][4]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL **ILS or LOC Rwy 5**[1]
LOC BC Rwy 23
NDB Rwy 5
NA when control tower closed.
[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW HAVEN, CT

TWEED-NEW HAVEN **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI **RNAV (GPS) Rwy 8[1]**
RNAV (GPS) Rwy 26[2]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

PLYMOUTH, MA

PLYMOUTH MUNI **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL **RNAV (GPS) Rwy 32**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

TAUNTON, MA

TAUNTON MUNI-
KING FIELD **RNAV (GPS) Rwy 30**
NA when local weather not available.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI **ILS or LOC Rwy 20**[12]
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL **RNAV (GPS) Y Rwy 10**[12]
RNAV (GPS) Z Rwy 10[2]
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM **LOC Rwy 27**[1]
VOR-A
Category C, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL **ILS or LOC Rwy 6**[1]
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL **ILS or LOC Rwy 11**[12]
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 4 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.
NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME
HOULTON INTL (HUL)
AMDT 1 84033 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.
DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.
NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH
JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.
DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH
DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.
NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH
LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.
NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA
LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)

AMDT 1 87099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)

AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY (MVM)

AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)

AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA
NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.
DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.
NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH
BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.
NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA
NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT
TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.
NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE (OQU)
ORIG 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)
AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

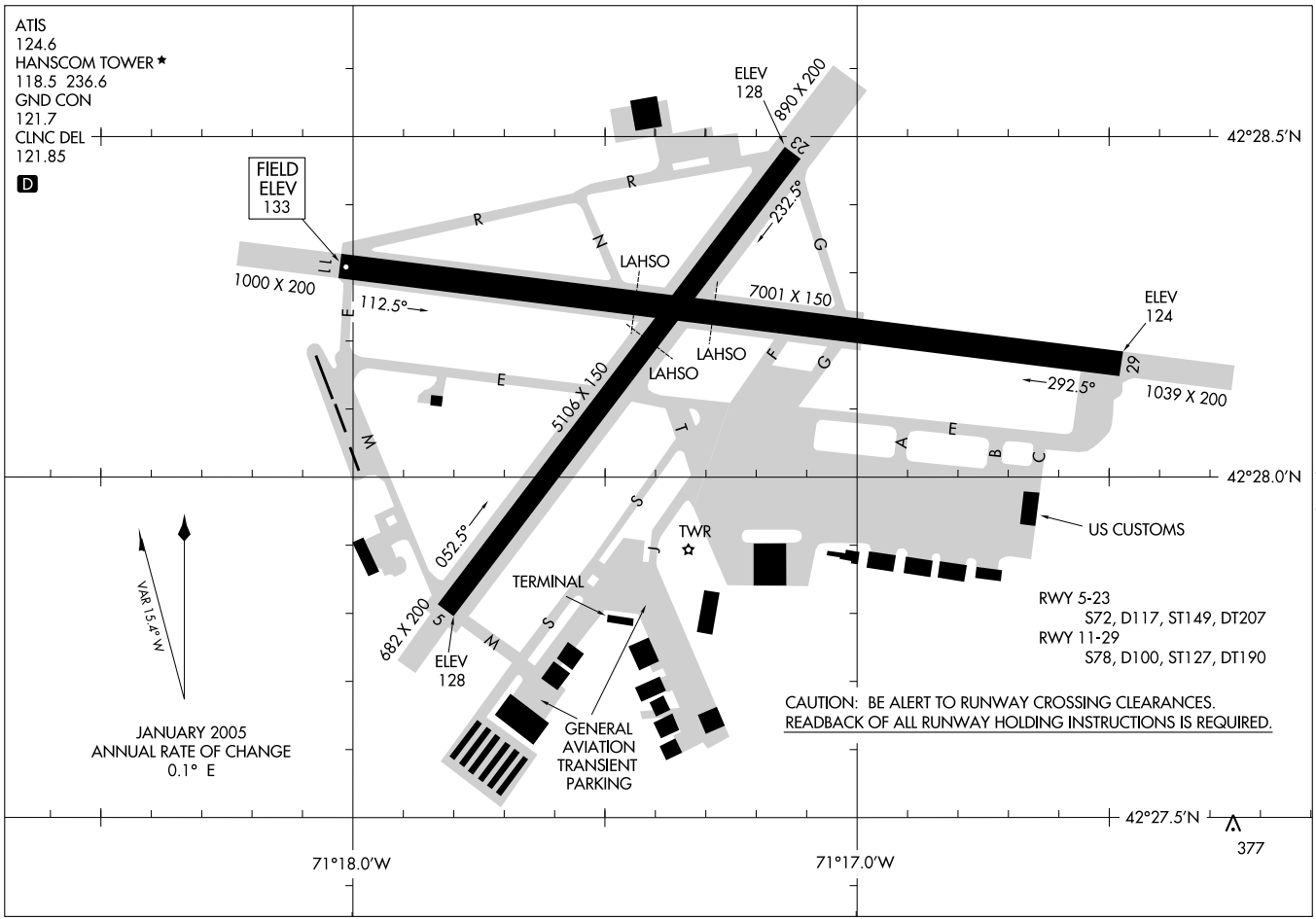
WORCESTER, MA

WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.



10078

AIRPORT DIAGRAM

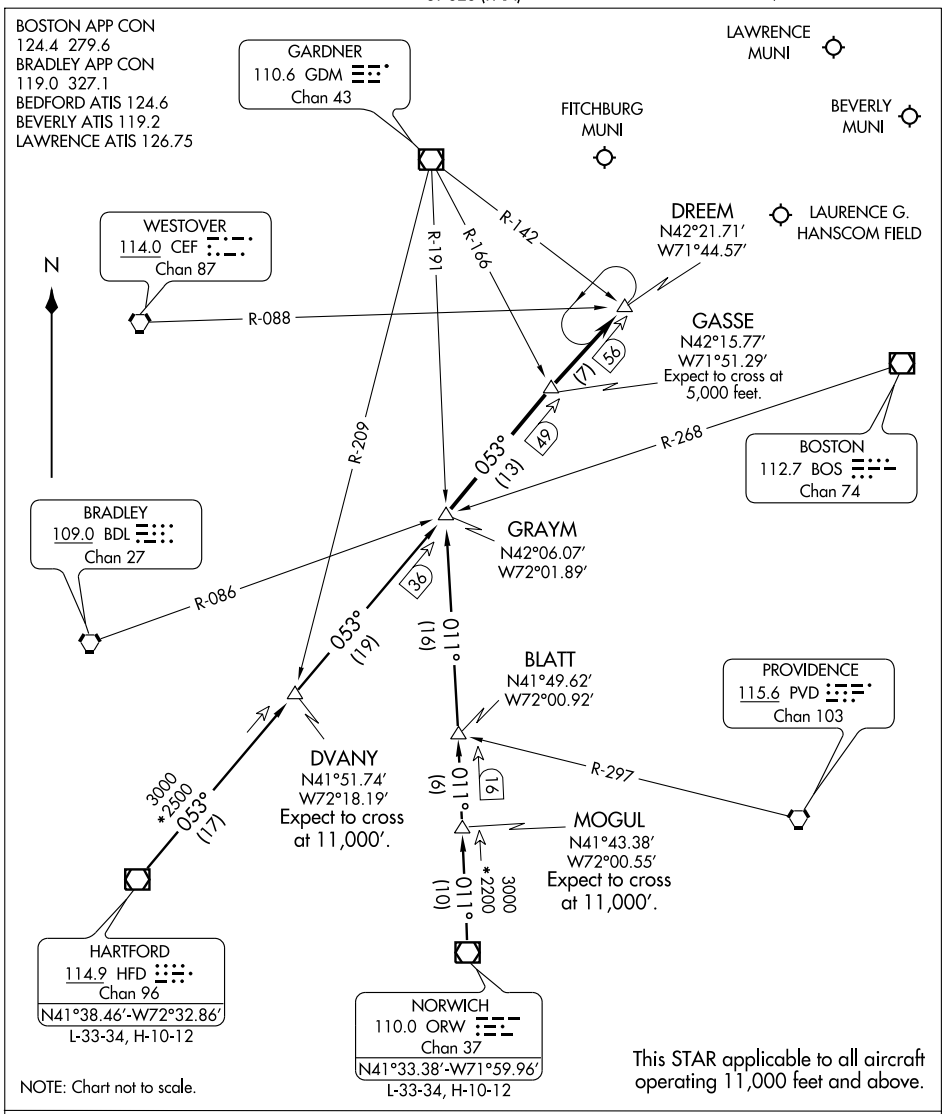
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)
AL-626 (FAA)
BEDFORD, MASSACHUSETTS

(GRAYM.GRAYM2) 09183

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



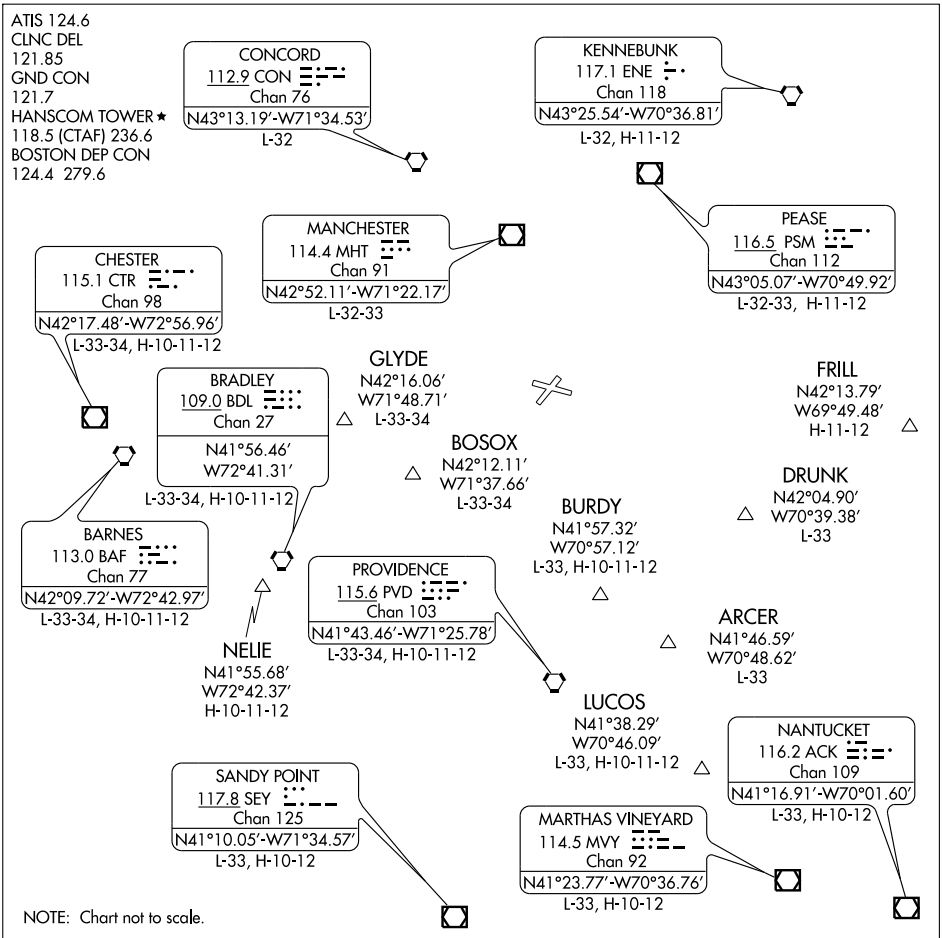
HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 03 JUN 2010 to 01 JUL 2010

HANSCOM SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

LOC/DME I-BED	APP CRS	Rwy Idg 7001
111.15	113°	TDZE 133
Chan 48 (Y)		Apt Elev 133

ILS or LOC RWY 11

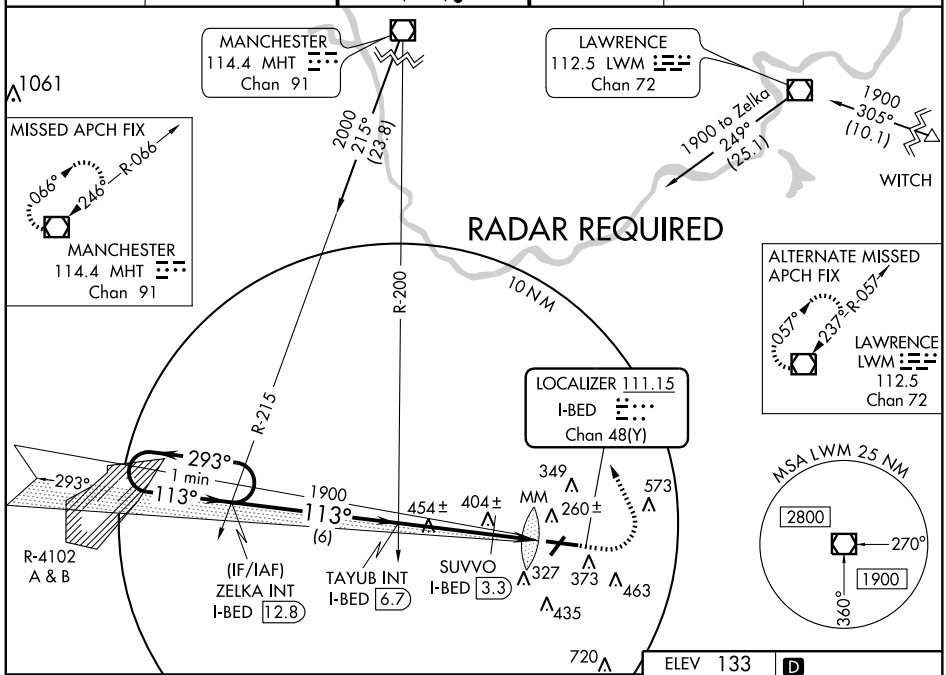
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to S-ILS 11 all Cats and S-LOC 11 Cats A and B. Visibility reduction by helicopters NA.

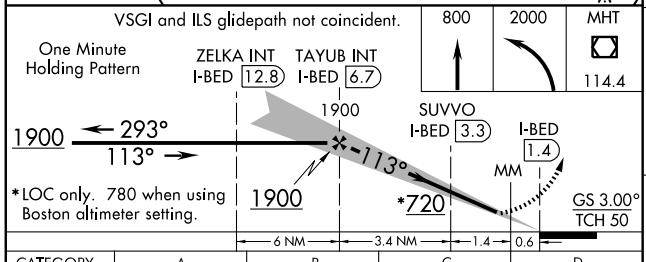
MALSR

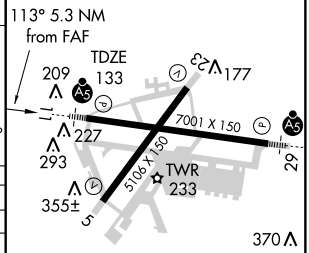
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95



ELEV 133 D





CATEGORY	A	B	C	D
S-ILS 11	383/50	250 (300-1)		
S-LOC 11	720/50	587 (600-1)		720/60 587 (600-1¼)
CIRCLING	720 - 1	587 (600-1)	720 - 1½ 587 (600-1½)	780 - 2 647 (700-2)
	SUVVO FIX MINIMUMS			
S-LOC 11	660/50	527 (600-1)		660/60 527 (600-1¼)
CIRCLING	680 - 1	547 (600-1)	700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ULJ	APP CRS	Rwy Idg	7001
111.15	293°	TDZE	128
Chan 48(Y)		Apt Elev	133

ILS or LOC RWY 29

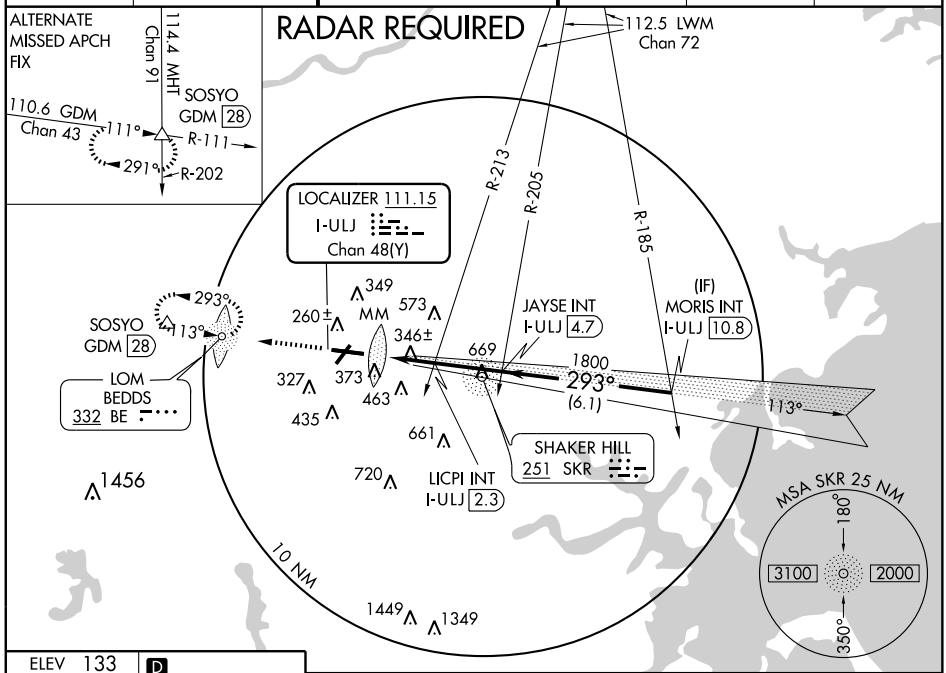
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

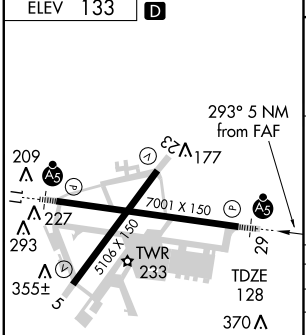
ADF required. VDP NA when using Boston altimeter setting. If local altimeter setting not received, use Boston altimeter setting and increase all DAs to 377 feet and all MDAs 60 feet.

MALSR

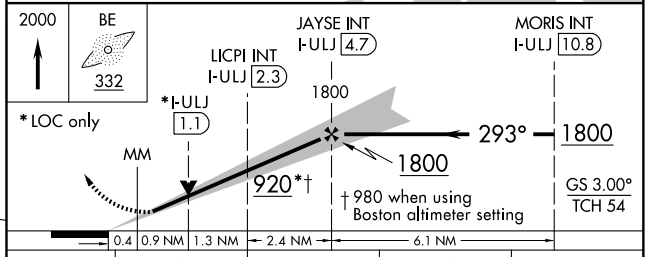
MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95





MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
S-ILS 29	328-½ 200 (200-½)			
S-LOC 29	920-½ 792 (800-½)	920-¾ 792 (800-¾)	920-1¾ 792 (800-1¾)	920-2 792 (800-2)
CIRCLING	920-1 787 (800-1)	920-1¼ 787 (800-1¼)	920-2¼ 787 (800-2¼)	920-2½ 787 (800-2½)
LICPI FIX MINIMUMS				
S-LOC 29	600-½ 472 (500-½)		600-¾ 472 (500-¾)	600-1 472 (500-1)
CIRCLING	680-1 547 (600-1)		700-1½ 567 (700-1½)	780-2 647 (700-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB SKR 251	APP CRS 297°	Rwy Idg 7001 TDZE 128 Apt Elev 133

NDB RWY 29

BEDFORD/ LAURENCE G. HANSCOM FIELD (BED)

NA — When local altimeter setting not received, use Boston altimeter setting and increase all MDA 60 feet; increase S-29 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

ALTERNATE MISSED APCH FIX

118°
298°
118°

SHAKER HILL
SKR
251

110.6 GDM
Chan 43

293°
113°

LOM
BEDDS
332 BE

349
260±
573
327
373
297°
463
471
669
435
661
720
1456
1449

R-111
1700
291°
(9.7)

(IF/IAF)
REVER

291°

SHAKER HILL
251 SKR

R-030

BOSTON
112.7 BOS
Chan 74

10 NM

MSA SKR 25 NM
180°
3100
2200
360°

ELEV 133 D

297° 4.4 NM
from FAF

209
177
23
227
293
355±
5
7001 X 150
5106 X 150
TWR
233
TDZE
128
29
370

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

2000

BE
332

REVER
INT

Procedure
Turn NA

NDB

3000

291°

297°

1700

3.30°
TCH 52

VGSI and descent angles
not coincident.

4.4 NM — 9.7 NM

CATEGORY	A	B	C	D
S-29	780-¾ 652 (700-¾)		780-1¼ 652 (700-1¼)	780-1¾ 652 (700-1¾)
CIRCLING	780-1 647 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7001
CH 87000	113°	TDZE	133
W11A		Apt Elev	133

RNAV (GPS) RWY 11

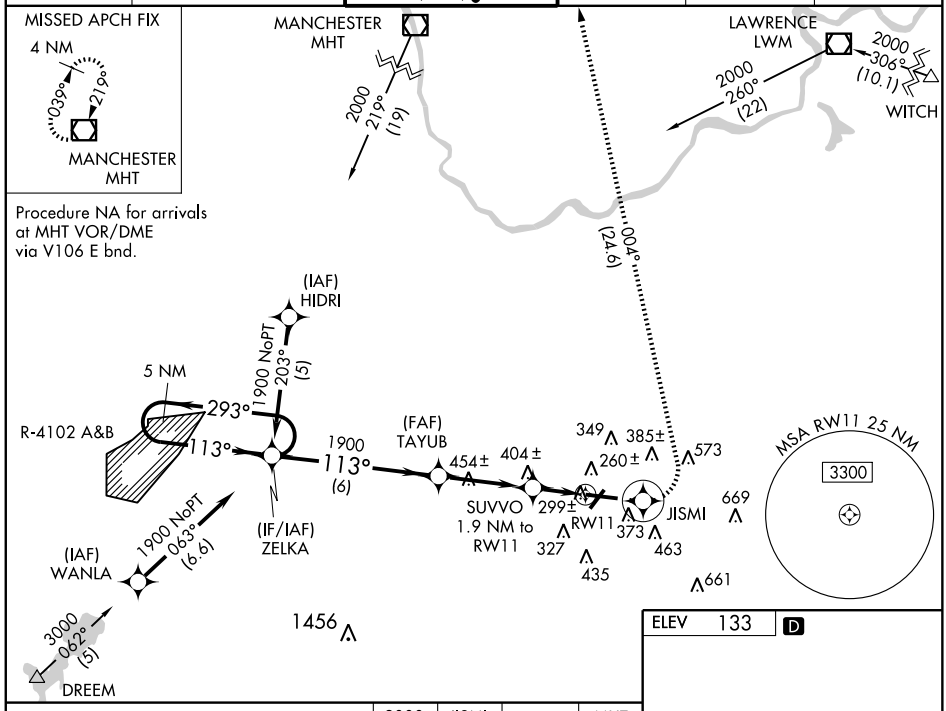
BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

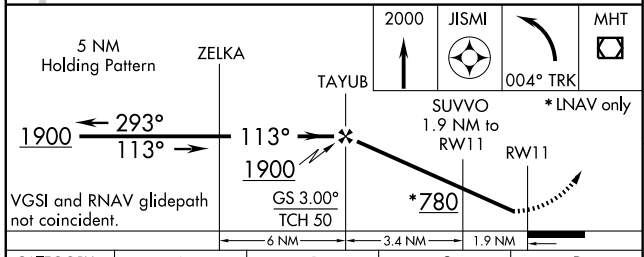
If local altimeter setting not received, use Boston altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Boston altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

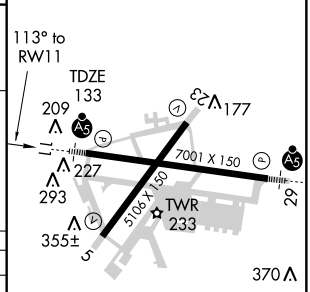
MALSR

MISSED APPROACH: Climb to 2000 direct JISMI and left turn via 004° track to MHT VOR/DME and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER *	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	479/50	346 (400-1)		
LNAV/VNAV DA	576/50	443 (500-1)		
LNAV MDA	660/50	527 (600-1)		660/60 527 (600-1¼)
CIRCLING	680-1	547 (600-1)	700 - 1½ 567 (600-1½)	780 - 2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

APP CRS	Rwy Idg	5106
233°	TDZE	129
	Apt Elev	133

RNAV (GPS) RWY 23

BEDFORD / LAURENCE G. HANSCOM FIELD (BED)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Boston altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct CACVA and via 211° track to WHYBE and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER ★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

Procedure NA for arrivals at LOBBY via V431 westbound.

(IAF) LAWRENCE LWM

2000 306° (10.1) WITCH

(IAF) EZKOW

5 NM

2000 NoPT 210° (7.3)

2000 NoPT 143° (5)

053° 233°

(IF/IAF) JENDI

1800 233° (6.1)

(FAF) OYIVE

R-4102 A & B

3000 to Ezkow 075° (19.9)

3000 to Ezkow 067° (19.6)

LOBBY

JABMU

3100 067° (10)

DREEM

CACVA

211° (8.9)

RW23

MSA RW 23 25 NM 3300

349 385± 260± 573 373 463 669 327 435 661 720 1456 1449

MISSED APCH FIX
4 NM
088°
268°
WHYBE

3000	CACVA	TRK 211°	WHYBE

5 NM Holding Pattern

OYIVE JENDI

053° 2000 233° 233°

RW23 3.04° TCH 53 1800

VGSI and descent angles not coincident.

5 NM 6.1 NM

ELEV 133 D

233° to RW23

TDZE 129

209 177 227 293 355± 370 7001 X 150 5106 X 150 TWR 233

CATEGORY	A	B	C	D
LNAV MDA	640-1	511 (600-1)	640-1½	511 (600-1½)
CIRCLING	680-1	547 (600-1)	700-1½ 567 (600-1½)	780-2 647 (700-2)

MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7001
CH 86612	293°	TDZE	128
W29A		Apt Elev	133

RNAV (GPS) RWY 29

BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

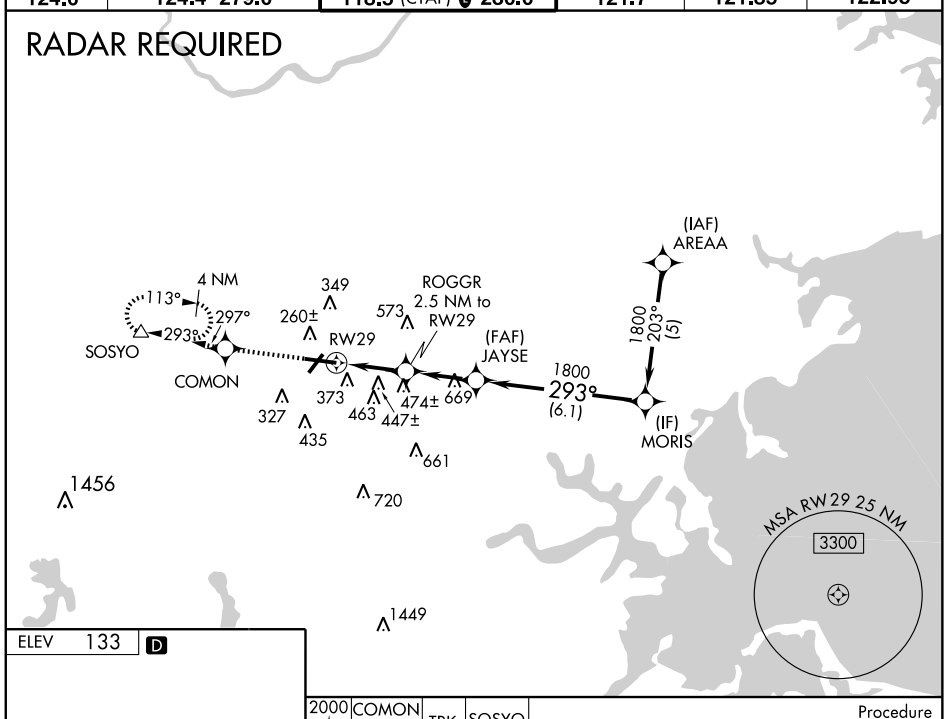
Baro-VNAV NA when using Boston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boston altimeter setting and increase all DA 48 ft and all MDA 60 ft; increase LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibilities ¼ mile. VDP NA when using Boston altimeter setting.

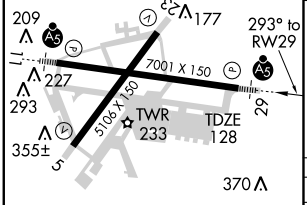
MALSR

MISSED APPROACH: Climb to 2000 direct COMON and via 297° track to SOSYO and hold.

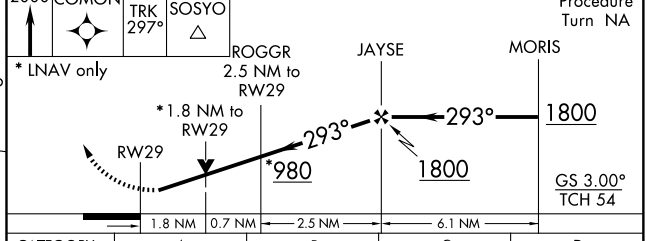
ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95

RADAR REQUIRED





MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	328-½ 200 (200-½)			
LNAV/ VNAV DA	793-1¾ 665 (700-1¾)			
LNAV MDA	740-½ 612 (700-½)		740-1¼ 612 (700-1¼)	740-1½ 612 (700-1½)
CIRCLING	740-1 607 (700-1)		780-1¾ 647 (700-1¾)	800-2 667 (700-2)

NE-1, 03 JUN 2010 to 01 JUL 2010

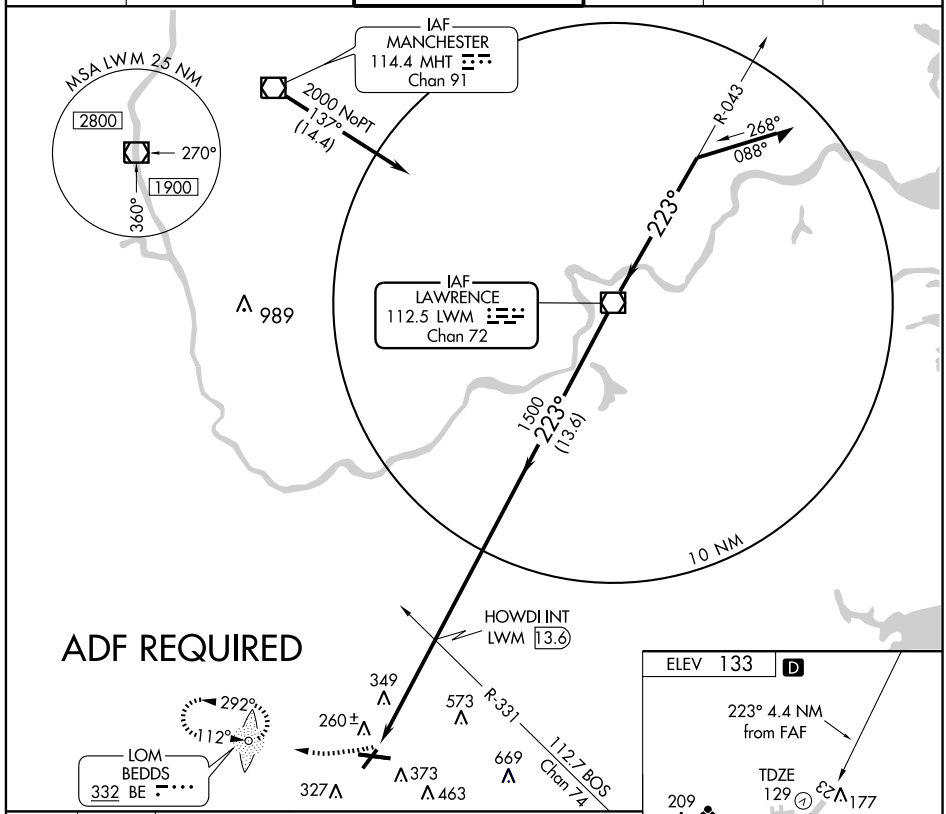
VOR/DME LWM	APP CRS	Rwy Idg	5106
112.5	223°	TDZE	129
Chan 72		Apt Elev	133

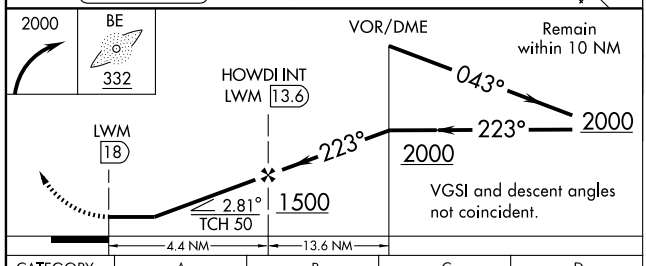
VOR RWY 23

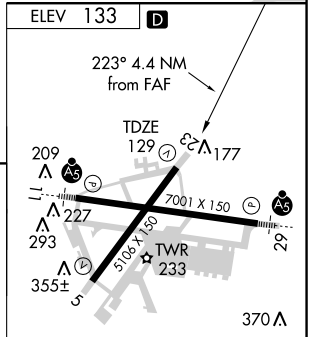
BEDFORD/LAURENCE G. HANSCOM FIELD (BED)

MISSED APPROACH: Climbing right turn to 2000 direct BE LOM and hold.

ATIS	BOSTON APP CON	HANSCOM TOWER★	GND CON	CLNC DEL	UNICOM
124.6	124.4 279.6	118.5 (CTAF) L 236.6	121.7	121.85	122.95







MIRL Rwy 5-23 L
HIRL Rwy 11-29 L
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-23	680-1 551 (600-1)		680-1½ 551 (600-1½)	680-1¾ 551 (600-1¾)
CIRCLING	700-1 567 (600-1)	720-1 587 (600-1)	720-1½ 587 (600-1½)	780-2 647 (700-2)

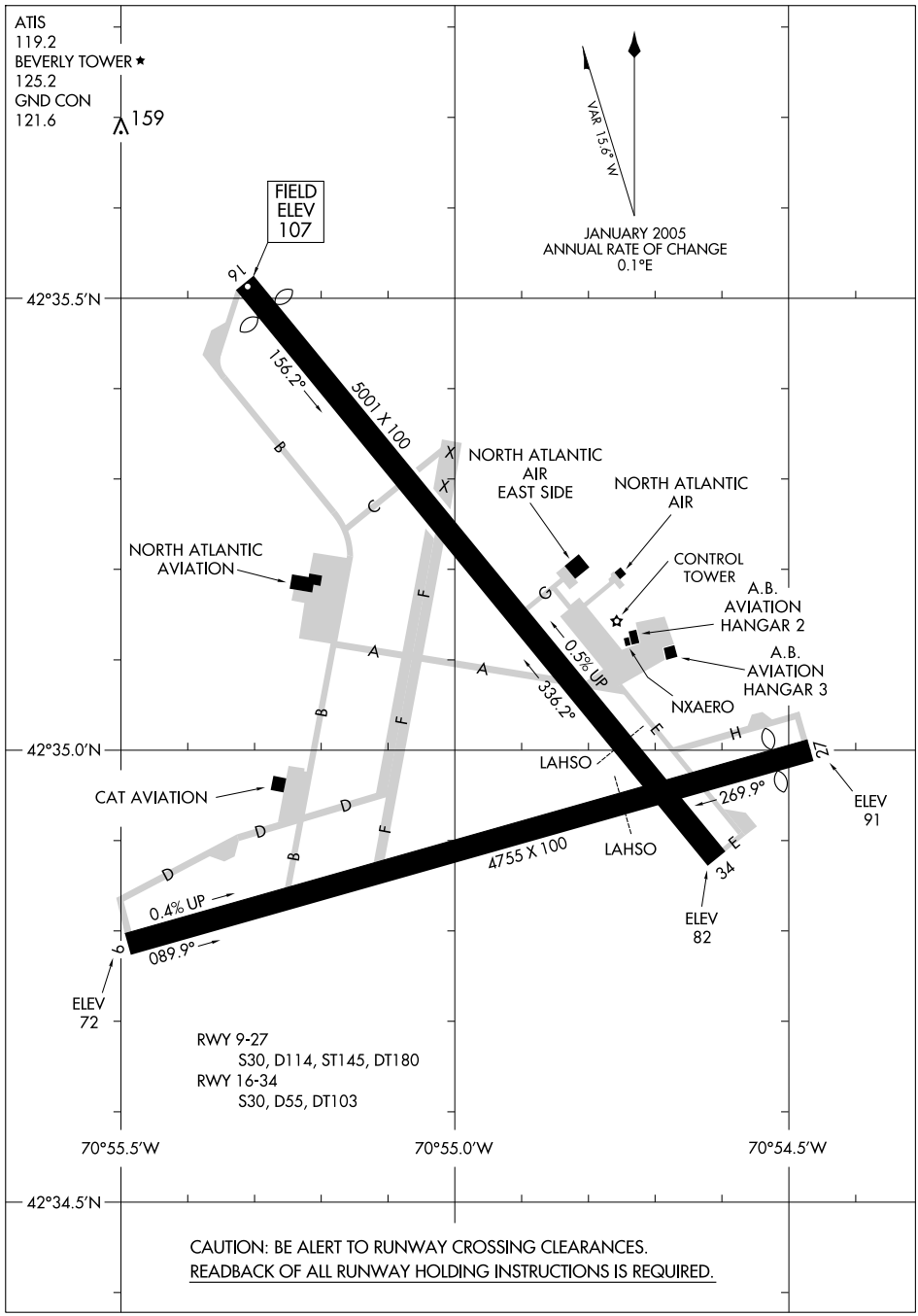
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS



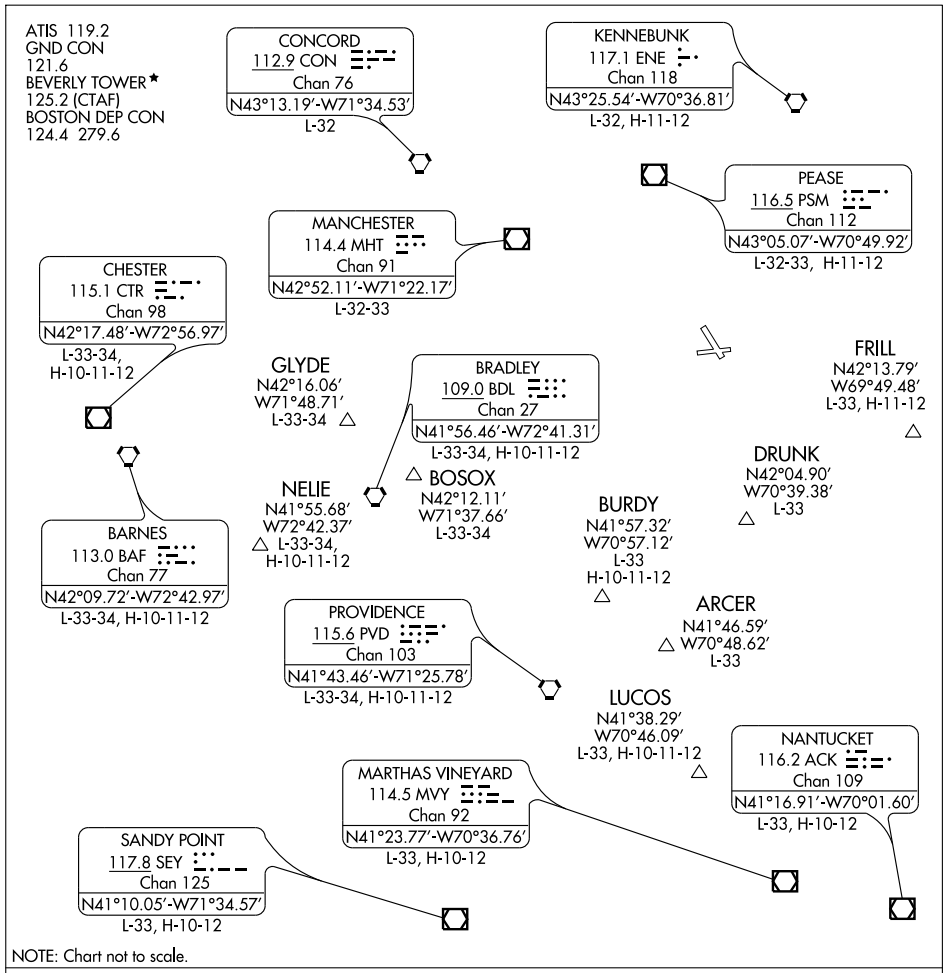
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-1, 03 JUN 2010 to 01 JUL 2010

BEVERLY SIX DEPARTURE

AL-5039 (FAA)

BEVERLY MUNI (BVY)
BEVERLY, MASSACHUSETTS



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000'. Expect further clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

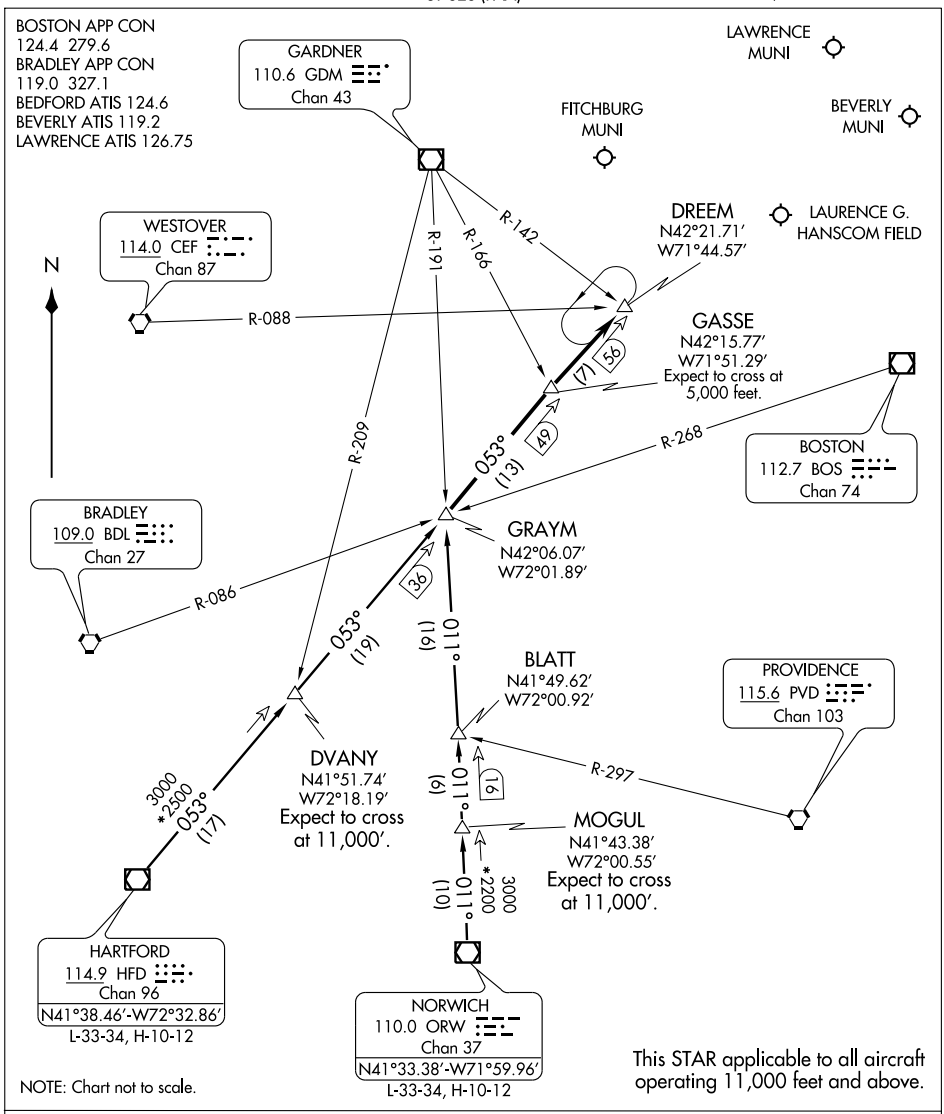
NE-1, 03 JUN 2010 to 01 JUL 2010

(GRAYM.GRAYM2) 09183

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BVY	APP CRS	Rwy Idg	4762
110.5	157°	TDZE	107
Chan 42		Apt Elev	107

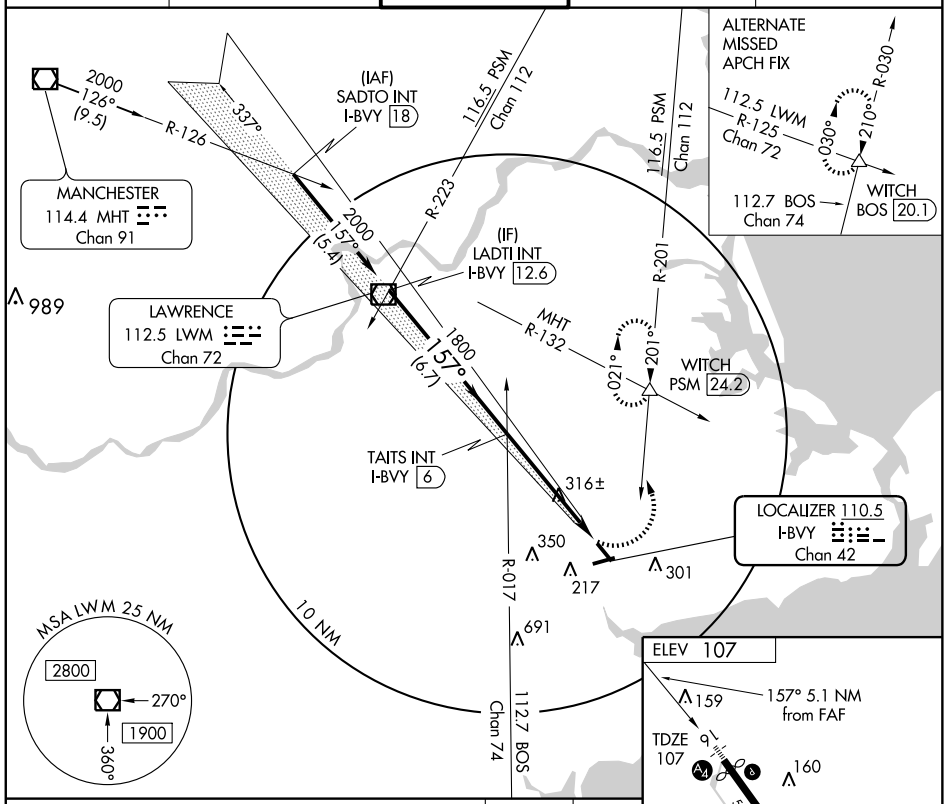
LOC RWY 16
BEVERLY MUNI (BVY)

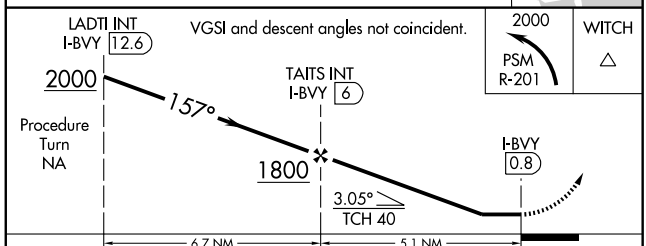
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence Muni altimeter setting and increase all MDA 40 feet and increase S-16 Cat C and D visibility ¼ mile.

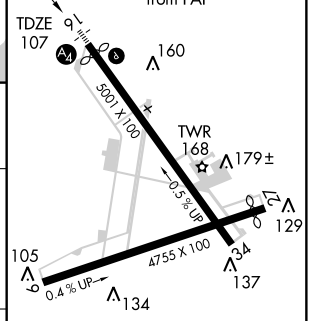
MALS

MISSED APPROACH: Climbing left turn to 2000 via PSM VOR/DME R-201 to WITCH INT/PSM 24.2 DME and hold, continue climb-in-hold to 2000.

ATIS	BOSTON APP CON	BEVERLY TOWER ★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-16	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	620-1	513 (600-1)	620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4762
157°	TDZE	107
	Apt Elev	107

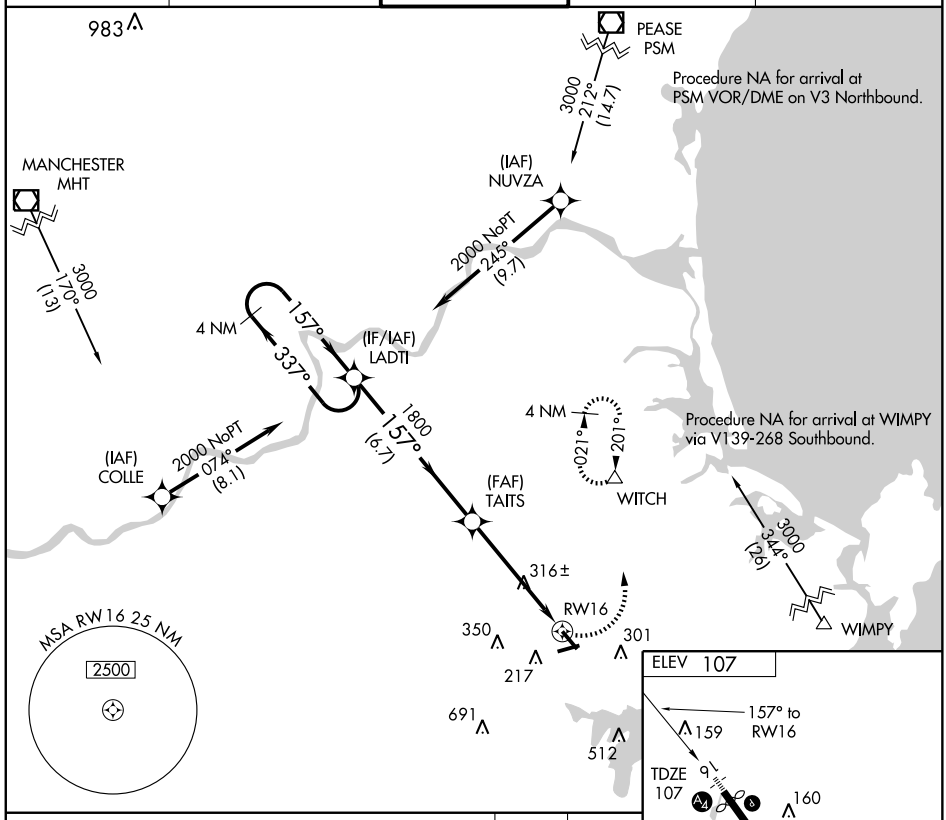
RNAV (GPS) RWY 16
BEVERLY MUNI (BVY)

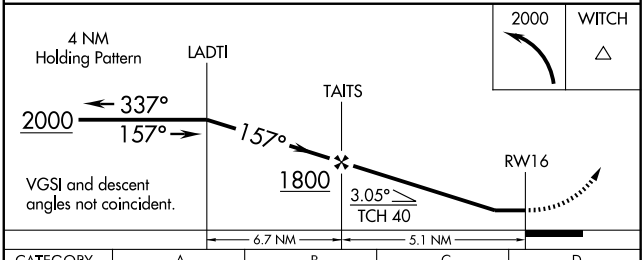
DME/DME RNP-0.3 NA.
Inoperative table does not apply.

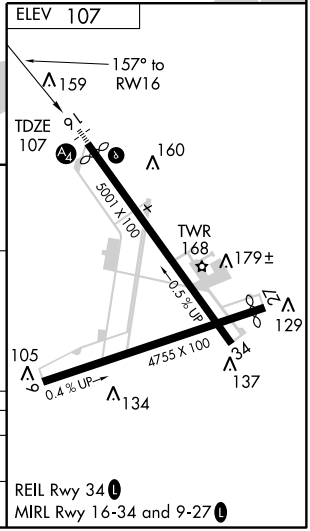
MALS

MISSED APPROACH: Climbing left turn to 2000 direct WITCH and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	580-1	473 (500-1)	580-1¼ 473 (500-1¼)	580-1½ 473 (500-1½)
CIRCLING	600-1	493 (500-1)	620-1½ 513 (600-1½)	700-2 593 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 and 9-27 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME LWM	APP CRS	Rwy Idg	4762
112.5	154°	TDZE	107
Chan 72		Apt Elev	107

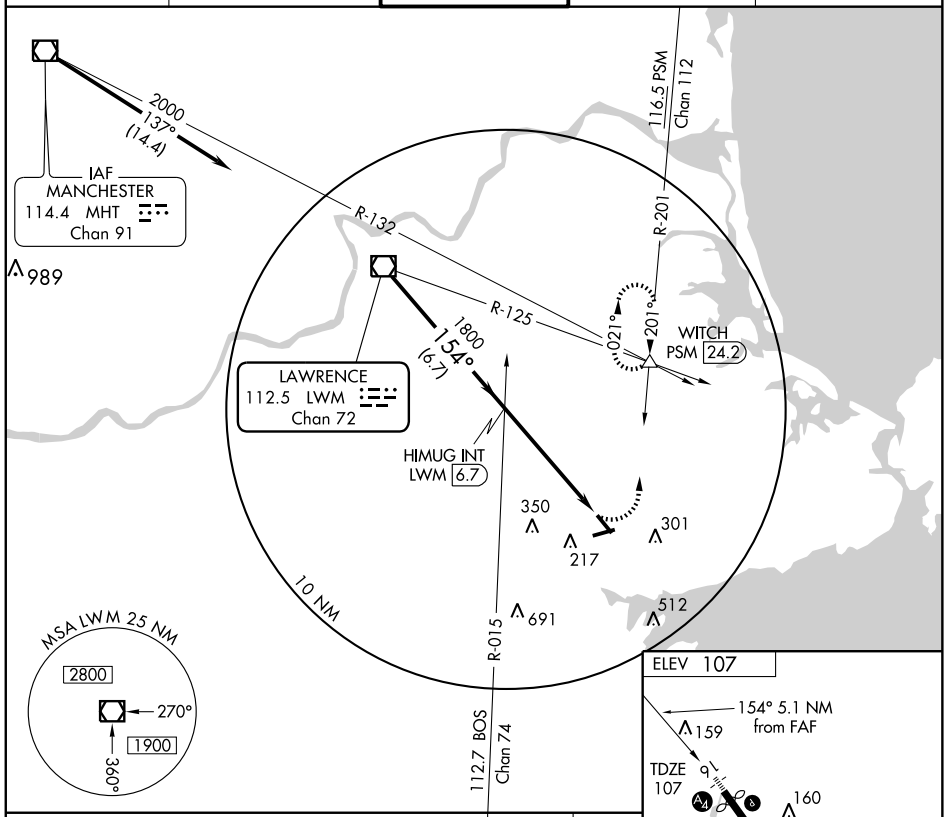
VOR RWY 16
BEVERLY MUNI (BVY)

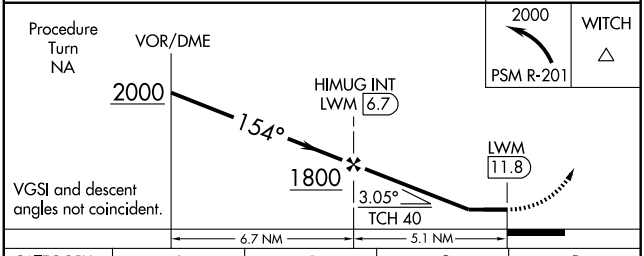
Inoperative table does not apply.

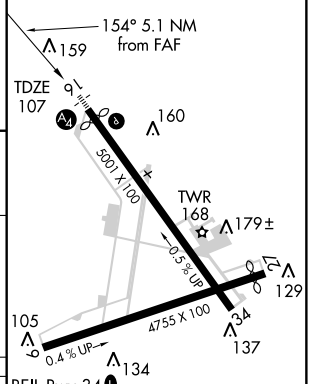
MALS

MISSED APPROACH: Climbing left turn to 2000 via PSM R-201 to WITCH INT/24.2 DME and hold.

ATIS	BOSTON APP CON	BEVERLY TOWER★	GND CON	UNICOM
119.2	124.4 279.6	125.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-16	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	720-2 613 (700-2)
CIRCLING	720-1 613 (700-1)		720-1¾ 613 (700-1¾)	740-2 633 (700-2)

FAF to MAP 5.1 NM

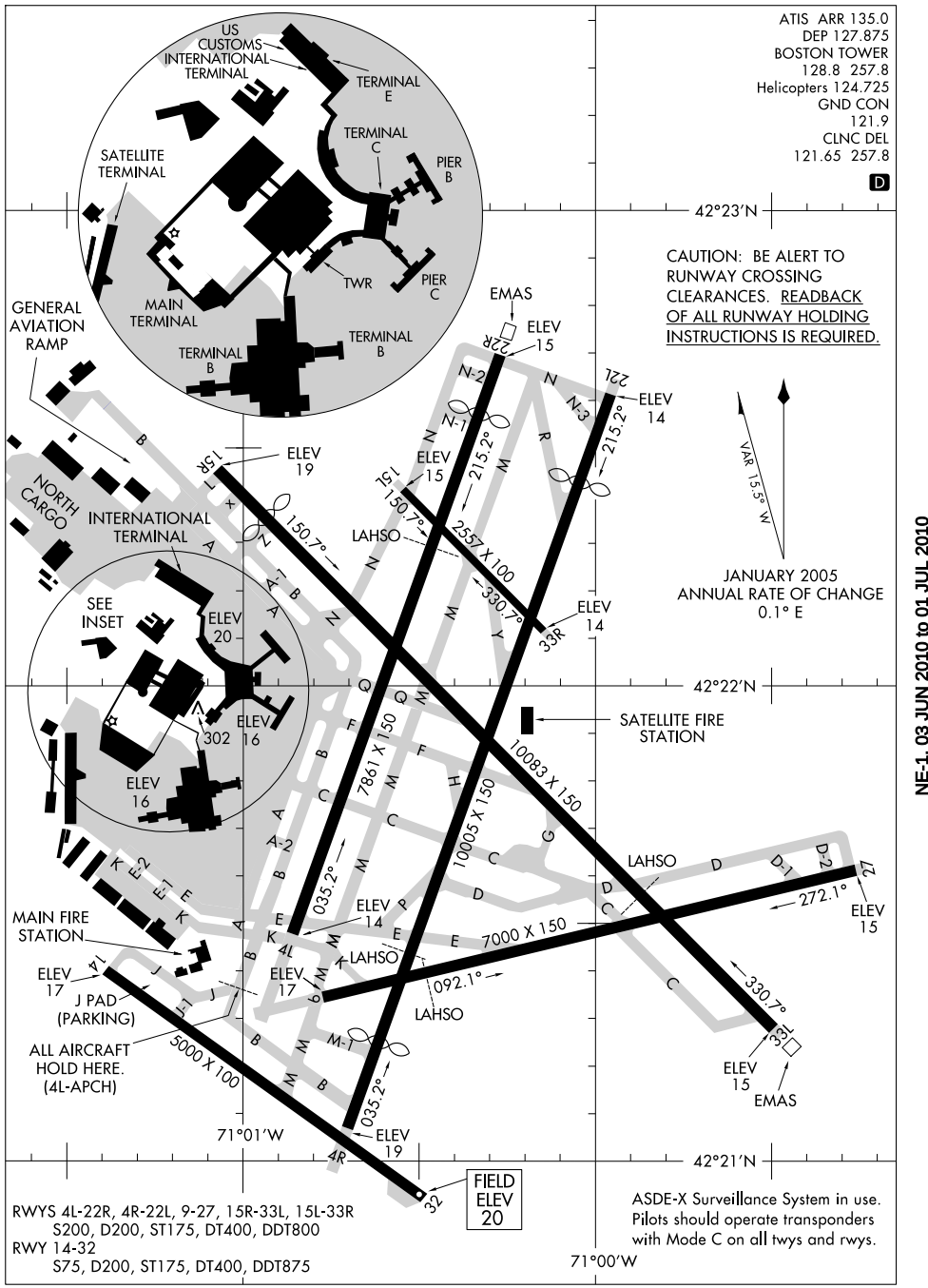
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1. 03 JUN 2010 to 01 JUL 2010

10154

AIRPORT DIAGRAM

BOSTON / GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS

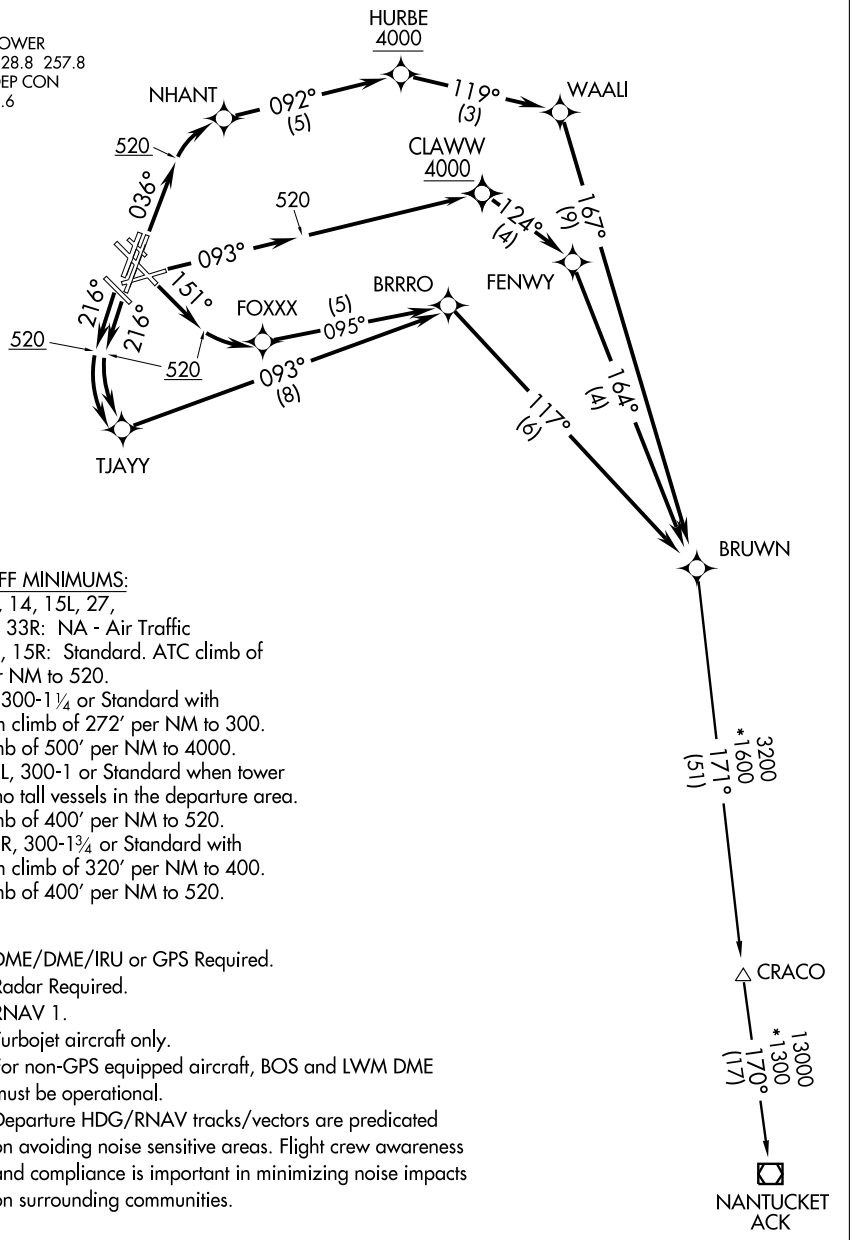


RWYS 4L-22R, 4R-22L, 9-27, 15R-33L, 15L-33R
S200, D200, ST175, DT400, DDT800
RWY 14-32
S75, D200, ST175, DT400, DDT875

NE-1, 03 JUN 2010 to 01 JUL 2010

BRUWN ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
RWY 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
RWY 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
RWY 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
RWY 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
RWY 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

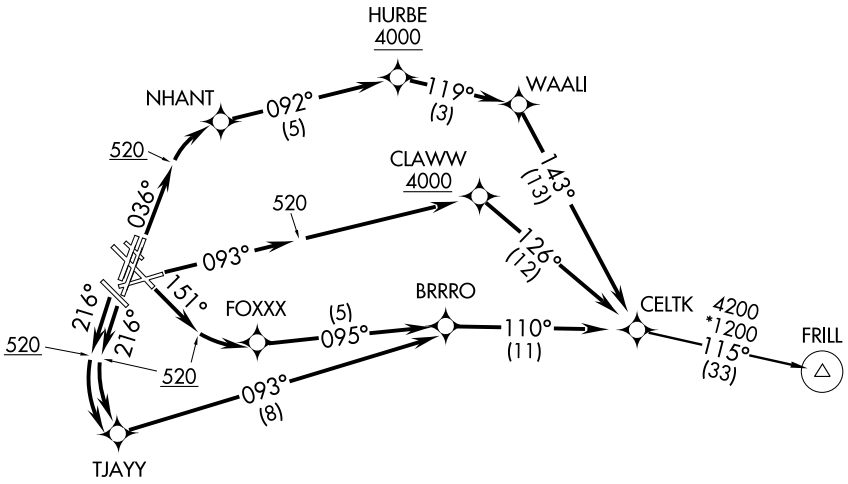
....via depicted route to BRUWN. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

NANTUCKET TRANSITION (BRUWN1.ACK):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2,441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

CELTK ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure, For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwys 9, 15R, 22L, 22R, departure, For non-GPS equipped aircraft, BOS and LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard.
ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300.
ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400.
ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

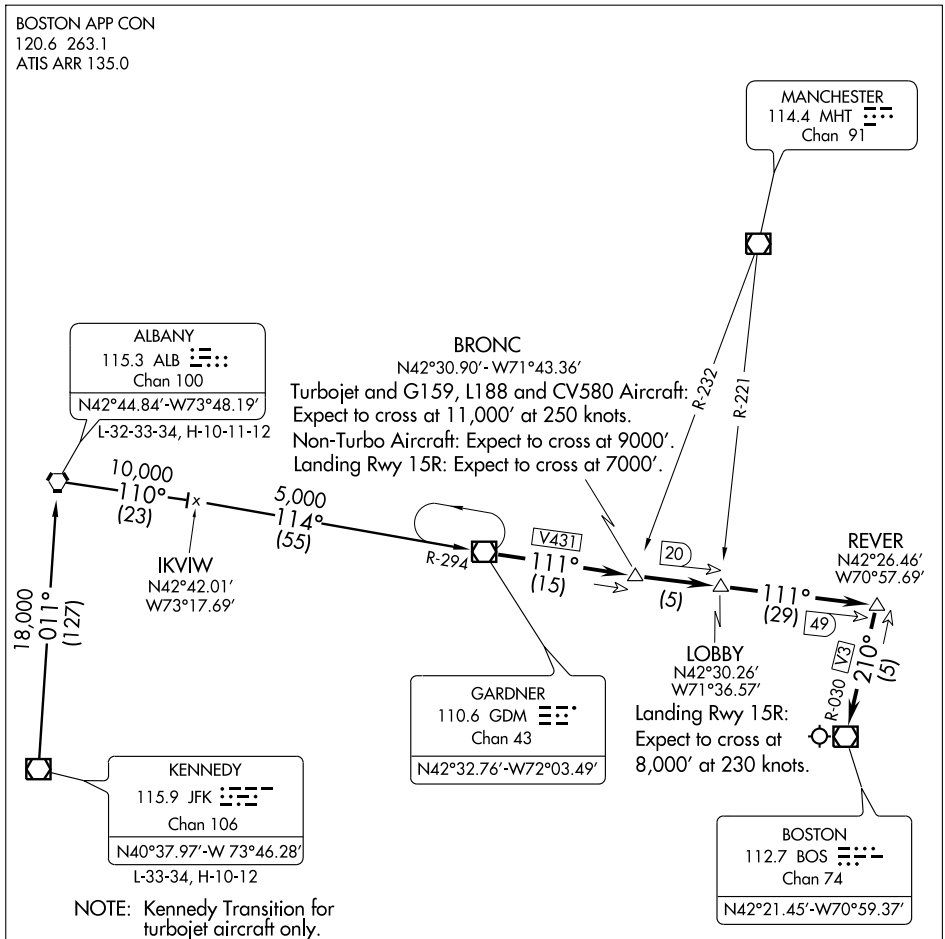
TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

....via depicted route to CELTK. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

FRILL TRANSITION (CELTK1.FRILL):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

GARDNER THREE ARRIVAL ST-58 (FAA)



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.GDM3): From over ALB VORTAC via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

KENNEDY TRANSITION (JFK.GDM3): From over JFK VOR/DME via JFK R-011 to ALB VORTAC, then via ALB R-110 and GDM R-294 to GDM VOR/DME. Thence....

....From over GDM VOR/DME via GDM R-111 (V431) to BOS R-030 (V3) to BOS VOR/DME. Expect radar vectors to final approach course.

HYLND ONE DEPARTURE (RNAV)

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

MANCHESTER
MHT

8000
*1900
328°
(18)

KERMT

7700
*1500
330°
(5)

HYLND

(4)
295°

KANGY

(3)
311°

SHAAN

320°
(9)

PTRIK

337°
(3)

040°
(4)

322°
(7)

MARBB

STAYC

KNOFF

350°
(6)

HEARR

HURBE
4000

058°
(4)

014°
(3)

BUOYY

024°
(2)

TURRN

092°
(5)

520

NHANT

036°

049°
(3)

CLAWW
4000

040°
(4)

093°

520

151°

216°

216°

520

520

FOXXX

(7)
092°

BOATT

092°
(10)

TJAYY

TAKE-OFF MINIMUMS

Rwys 4L, 14, 15L, 27,32, 33L, 33R:
NA - Air Traffic
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9, 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L, 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R, 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned atitude direct CLAWW, cross CLAWW at or above 4000 thence

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to HYLND. Maintain 5000' or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

MANCHESTER TRANSITION (HYLND1.MHT):

TAKE-OFF OBSTACLES NOTES

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 4R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

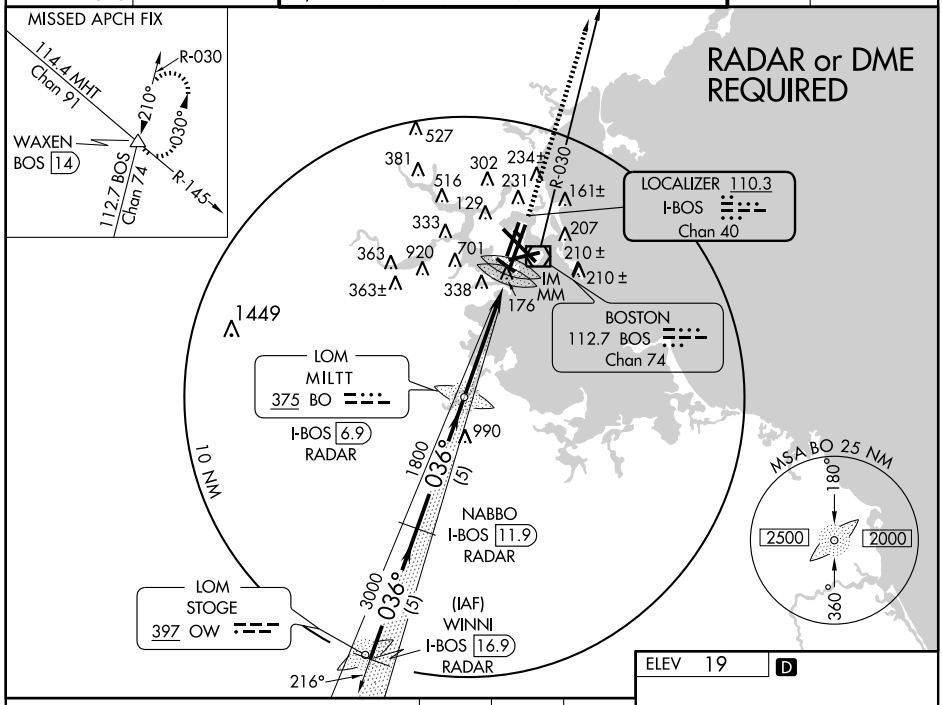
LOC/DME I-BOS	APP CRS	Rwy Idg	8851
110.3	036°	TDZE	18
Chan 40		Apt Elev	19

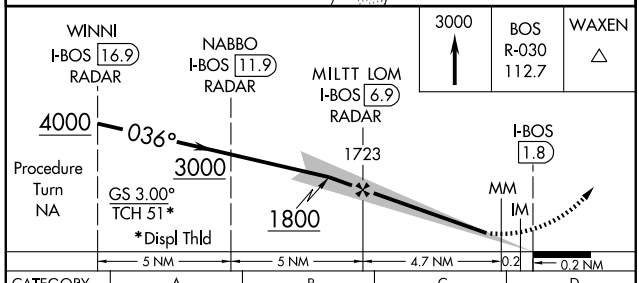
CATs C and D circling not authorized west of Rwys 4L and 15R.
** Inoperative table does not apply.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

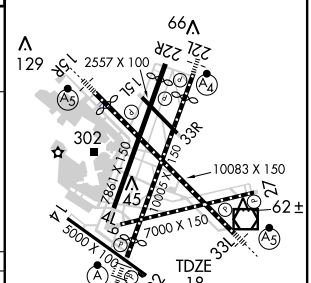




CATEGORY	A	B	C	D
S-ILS 4R	218/18 200 (200-½)			
S-LOC 4R	440/24 422 (500-½)		440/40 422 (500-¾)	
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA

S-ILS 4R**	359/60 341 (400-1¼)
S-LOC 4R**	440/60 422 (500-1¼)



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	331°	TDZE	16
Chan 44		Apt Elev	20

ILS or LOC RWY 33L

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

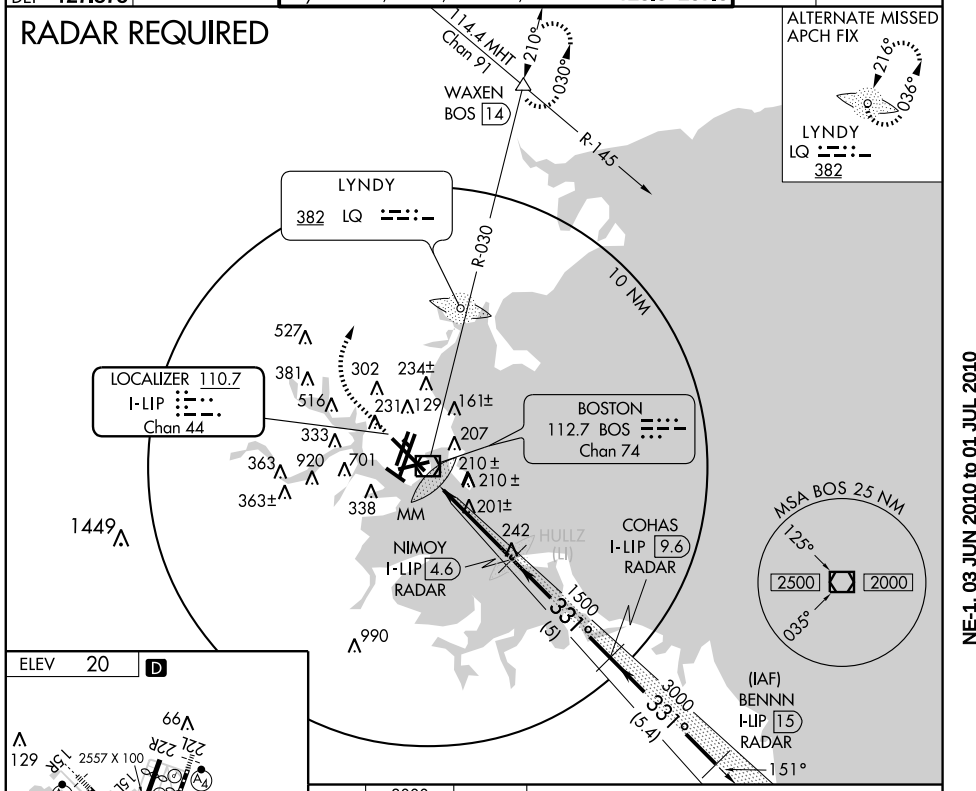
Circling NA for CATs C and D W of Rwys 4L and 15R. DME or RADAR required.

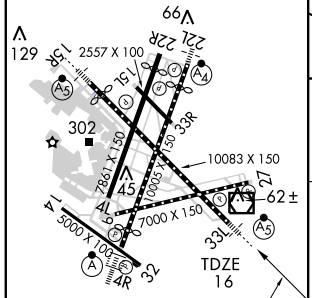
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED

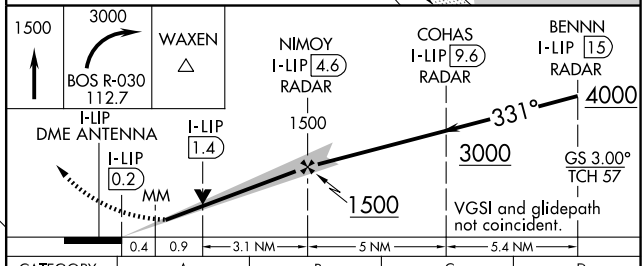




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

331° 4.4 NM from FAF

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 33L	216/18 200 (200-½)			
S-LOC 33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	640-1 620 (700-1)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BOS	APP CRS	Rwy Idg 8851
110.3	036°	TDZE 18
Chan 40		Apt Elev 19

ILS RWY 4R (CAT II)

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

** When control tower reports tall vessels in approach area, procedure not authorized.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

MISSED APCH FIX

114.4 MHT Chan 91

R-030

210°

030°

WAXEN BOS 14

112.7 BOS Chan 74

R-145

RADAR or DME REQUIRED

LOCALIZER 110.3 I-BOS Chan 40

BOSTON 112.7 BOS Chan 74

LOM MILTT 375 BO I-BOS 6.9 RADAR

NABBO I-BOS 11.9 RADAR

LOM STOGE 397 OW

(IAF) WINNI I-BOS 16.9 RADAR

10 NM

1800

036° (5)

3000

036° (5)

216°

MSA BO 25 NM

180°

2500

2000

360°

ELEV 19 D

Procedure Turn NA

3000	BOS R-030 112.7	WAXEN

WINNI I-BOS 16.9 RADAR

NABBO I-BOS 11.9 RADAR

MILTT LOM I-BOS 6.9 RADAR

4000

036°

3000

1800

1723

MM

IM

DH RA 99

18 MSL

GS 3.00°

TCH 51*

*Displ Thld

5 NM | 5 NM | 4.7 NM | 1368′ | 933′ | 1016′

CATEGORY	A	B	C	D
S-ILS 4R**	RA 99/12	100 DA 118		

2557 X 100

10083 X 150

7841 X 150

7000 X 150

3000 X 100

TDZE 18

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BOS	APP CRS	Rwy Idg 8851
110.3 Chan 40	036°	TDZE 18
		Apt Elev 19

ILS RWY 4R (CAT III)

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

** When control tower reports tall vessels in approach area, procedure not authorized.

ALSF-2

MISSED APPROACH: Climb to 3000 via BOS R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

MISSED APCH FIX

114.4 MHT Chan 91 R-030 210° 030° R-145 WAXEN BOS 14 112.7 BOS Chan 74

RADAR or DME REQUIRED

LOCALIZER 110.3 I-BOS Chan 40

BOSTON 112.7 BOS Chan 74

LOM MILTT 375 BO I-BOS 6.9 RADAR

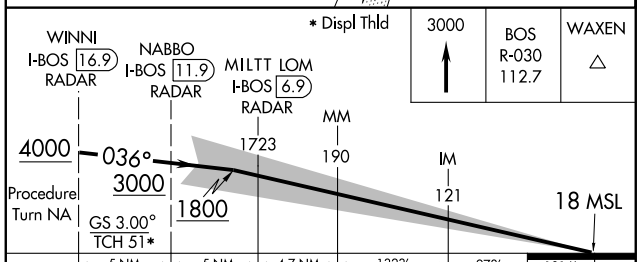
LOM STOGE 397 OW

NABBO I-BOS 11.9 RADAR

WINNI I-BOS 16.9 RADAR (IAF)

10 NM 036° (5) 1800 3000 216°

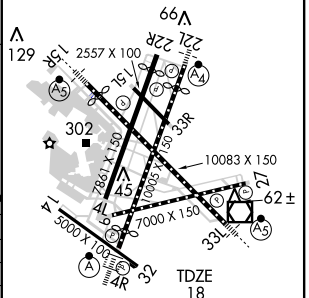
MSA BO 25 NM 180° 2500 2000 360°



CATEGORY	A	B	C	D
S-ILS 4R**		CAT IIIa	RVR 07	
S-ILS 4R**		CAT IIIb	RVR 06	
S-ILS 4R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 19 D



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MDC	APP CRS	Rwy Idg	9201
110.7	150°	TDZE	17
Chan 44		Apt Elev	19

ILS RWY 15R

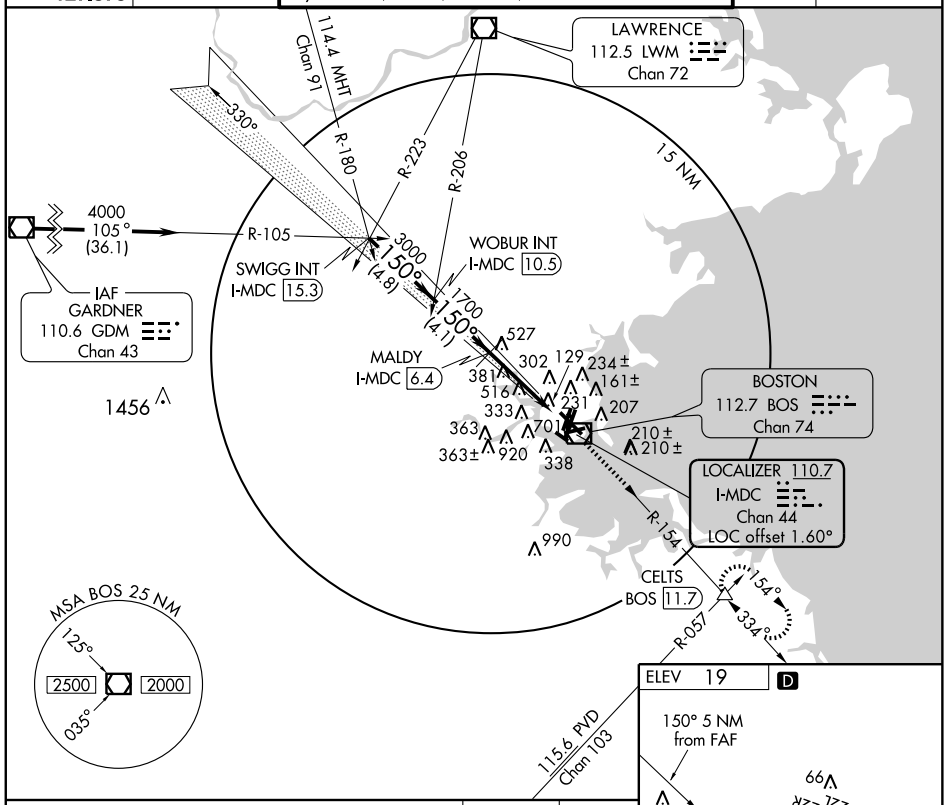
BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

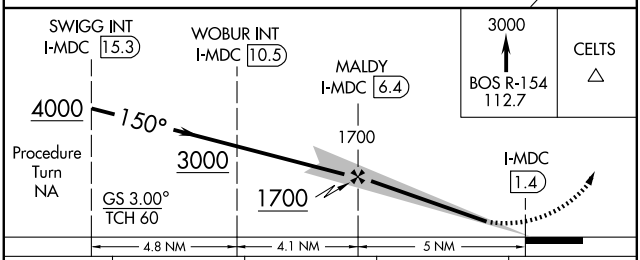
CAT C and D circling not authorized west of Rwys 4L and 15R
For inoperative MALSR, increase S-LOC 15R CATs A and B visibility to RVR 5000. DME REQUIRED.

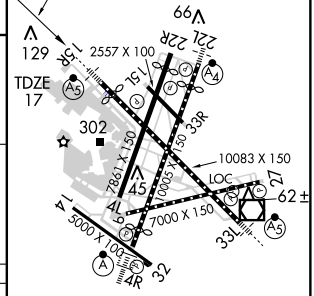
MALSR

MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		







CATEGORY	A	B	C	D
S-ILS 15R	267/24 250 (300-½)			
S-LOC 15R	600/24 583 (600-½)		600/50 583 (600-1)	600/60 583 (600-1¼)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwys 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LQN	APP CRS	Rwy Idg	8806
110.3	216°	TDZE	16
Chan 40		Apt Elev	19

ILS RWY 22L

BOSTON/ GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

*DME or RADAR required for LOC minimums.
ADF REQUIRED
Circling not authorized Cat C and D west of Rwys 4L and 15R.
Inoperative table does not apply to S-LOC 22L Cat C.

MALSF

MISSED APPROACH: Climb to 3000 direct MILTT LOM and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED

112.5 LWM Chan 72

036°

NOLEY INT
I-LQN 12.9
RADAR

R-164

R-152

3000
216°
(3.5)

10 NM

WYANE INT
I-LQN 9.4
RADAR

1700
216°
(4.9)

393

VOCUS
I-LQN 4.5
RADAR

527

381 516 302 231 234 161± 129 207 333 363 920 701 210± 363± 338 210±

1449

LOM
MILTT
375 BO

BOSTON
112.7 BOS
Chan 74

LOCALIZER 110.3
I-LQN
Chan 40

MSA BOS 25 NM
125°
2500
2000
035°

036° 216° 990

ELEV 19 D

129 15R 2557 X 100 22L 22R 99 216° 5 NM from FAF

TDZE 16

302 15L 33R 10083 X 150 7861 X 150 10083 X 150 45 27 62± 14 7000 X 150 5000 X 100 31L 4R 32

TDZ/CL Rwys 4R, 15R and 33L

REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP	5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

3000 BO 375

VOCUS
I-LQN 4.5
RADAR

WYANE INT
I-LQN 9.4
RADAR

NOLEY INT
I-LQN 12.9
RADAR

1700

216° 4000
3000

1700

GS 3.00°
TCH 55

5 NM 4.9 NM 3.5 NM

CATEGORY	A	B	C	D
S-ILS 22L	216/40 200 (200-¾)			
S-LOC 22L*	540/40 524 (600-¾)		540 - 1½ 524 (600-1½)	540 -1¾ 524 (600-1¾)
CIRCLING	640-1 621 (700-1)		640 -1¾ 621 (700 -1¾)	640 - 2 621 (700-2)

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DGU	APP CRS	Rwy Idg 7000
111.3	273°	TDZE 17
Chan 50		Apt Elev 19

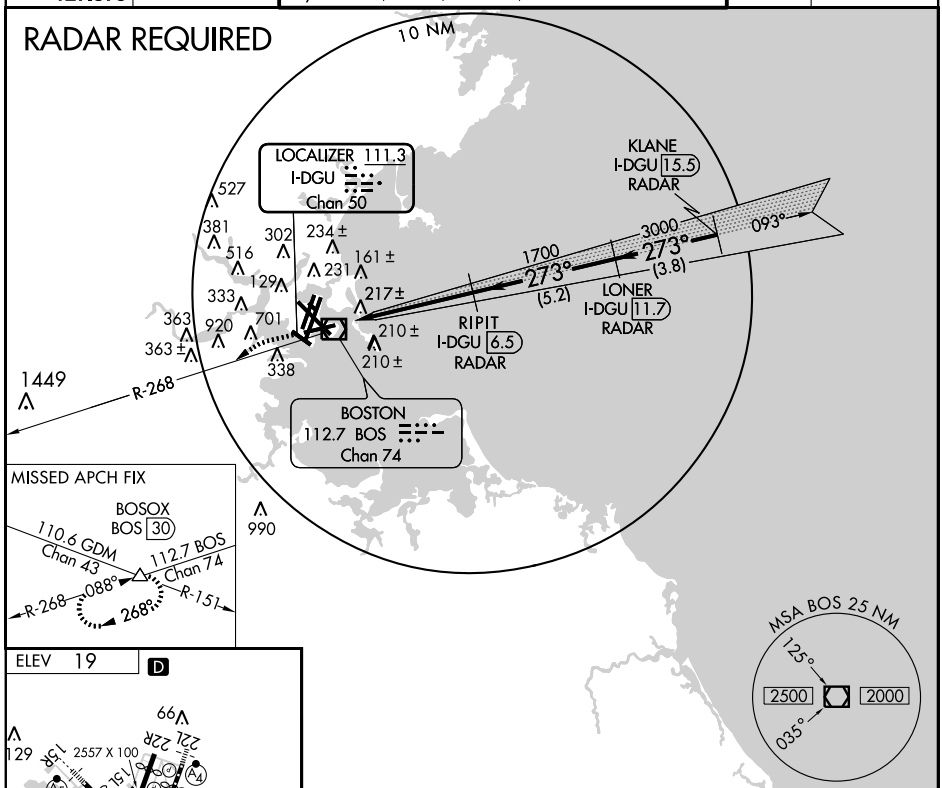
ILS RWY 27

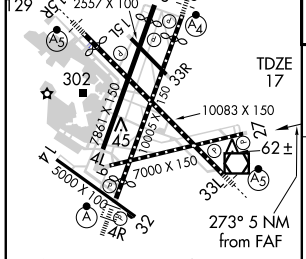
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

* Radar or DME REQUIRED.
Cats C and D circling NA west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 via BOS VORTAC R-268 to BOSOX INT/BOS 30 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

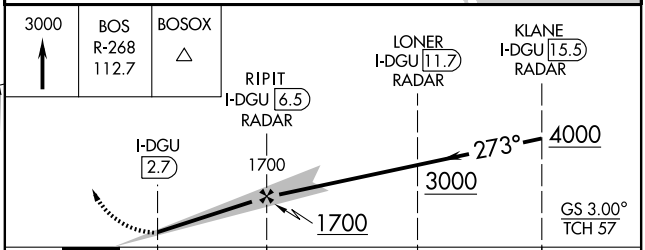




TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-ILS 27	460-1½ 443 (500-1½)			
S-LOC 27 *	460-1½ 443 (500-1½)			
CIRCLING	640-1½ 621 (700-1½)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LIP	APP CRS	Rwy Idg	10083
110.7	331°	TDZE	16
Chan 44		Apt Elev	20

ILS RWY 33L (CAT II)

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

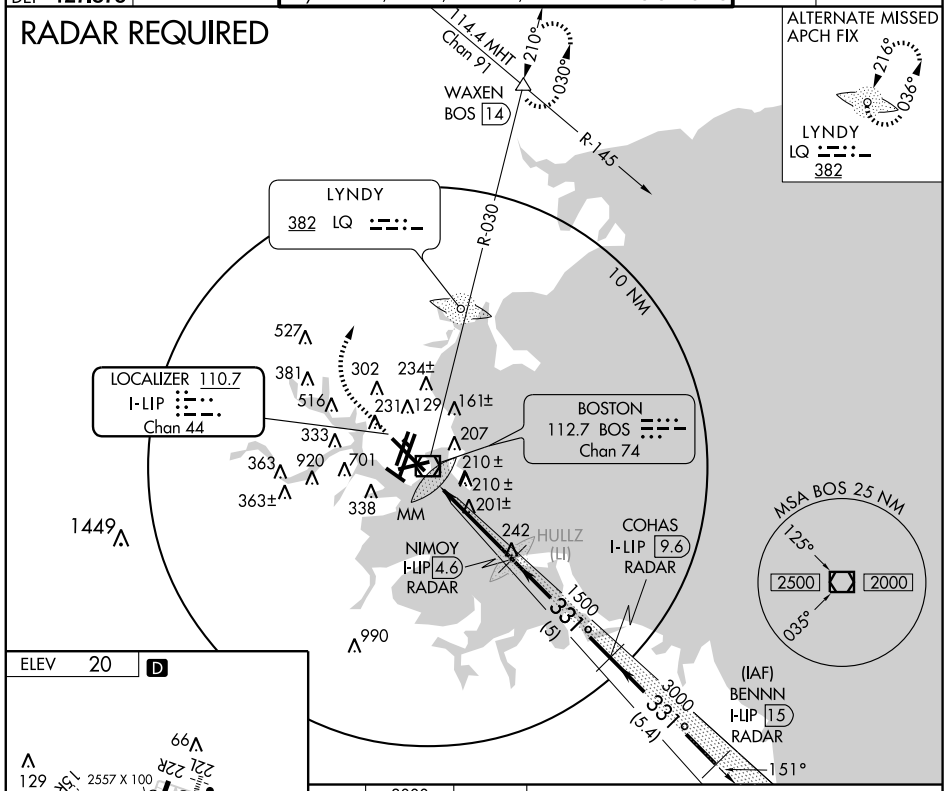
Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. DME or Radar required.

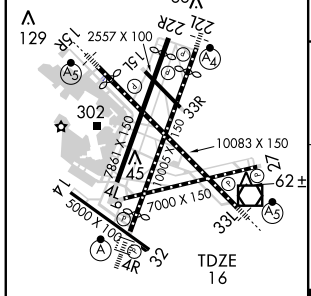
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BOS VOR/DME R-030 to WAXEN/BOS VOR/DME 14 DME and hold.

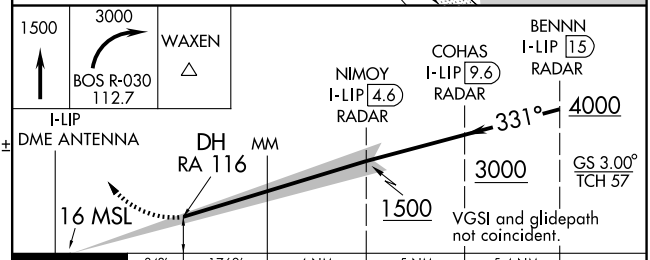
ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
S-ILS 33L	RA 116/12 100 DA 116			

CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

CALVERTON TRANSITION (CCC.INNDY2)
HAMPTON TRANSITION (HTO.INNDY2)
KENNEDY TRANSITION (JFK.INNDY2)

. . . . From PVD VORTAC via 095° track to INNDY WP, then via 023° heading. Expect radar vectors.

NOTE: DME/DME/IRU or GPS Required.

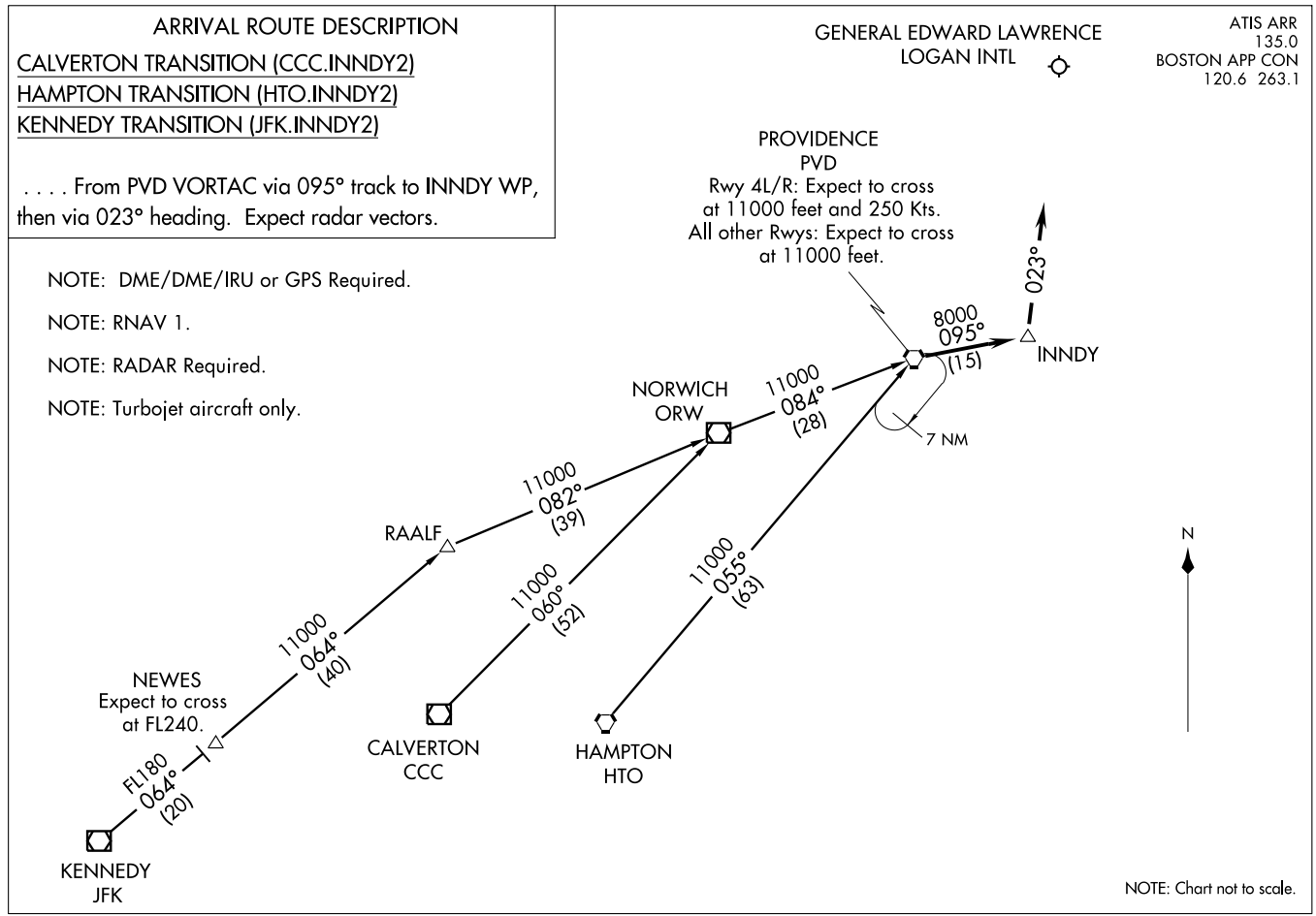
NOTE: RNAV 1.

NOTE: RADAR Required.

NOTE: Turbojet aircraft only.

GENERAL EDWARD LAWRENCE LOGAN INTL

ATIS ARR 135.0
BOSTON APP CON 120.6 263.1



(INNDY.INNDY2) 09071
INNDY TWO ARRIVAL (RNAV)

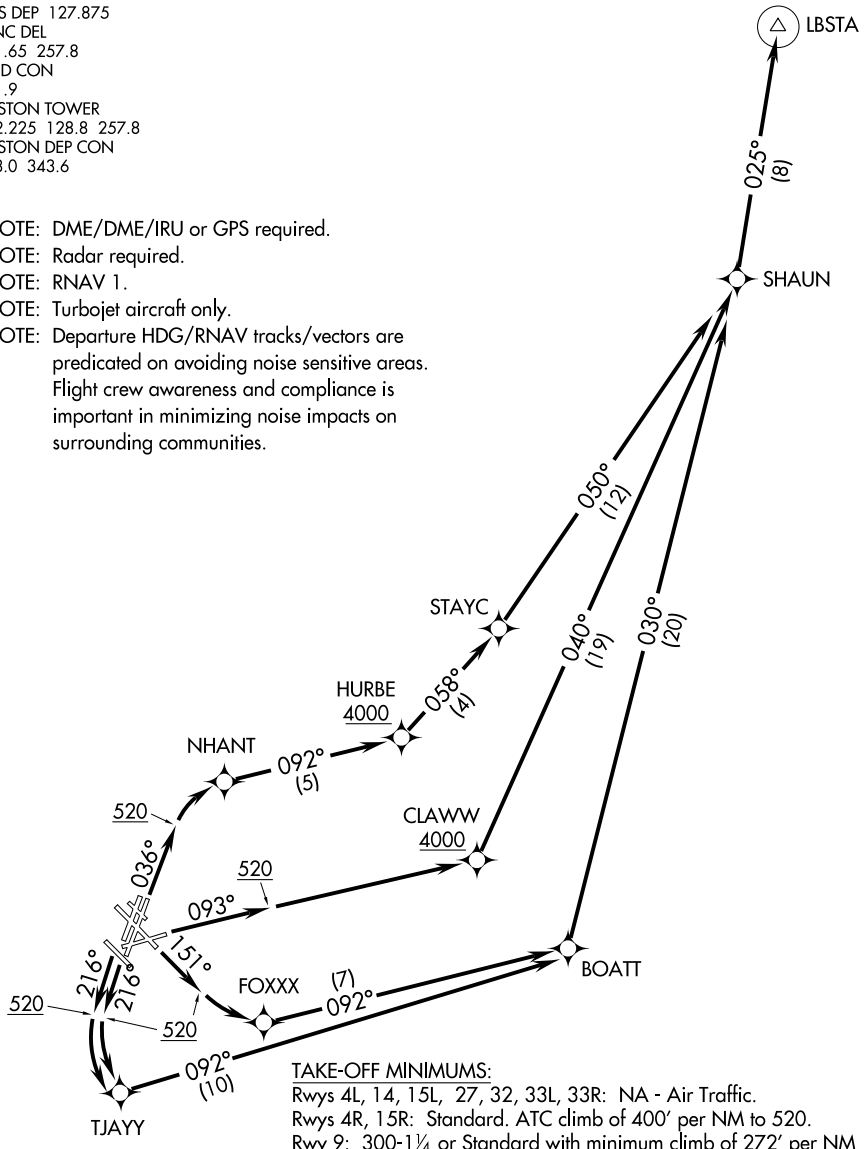
ST-58 (FAA)

GENERAL EDWARD LAWRENCE LOGAN INTL
BOSTON, MASSACHUSETTS

LBSTA ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwys 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...
TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000 thence....
TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...
TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

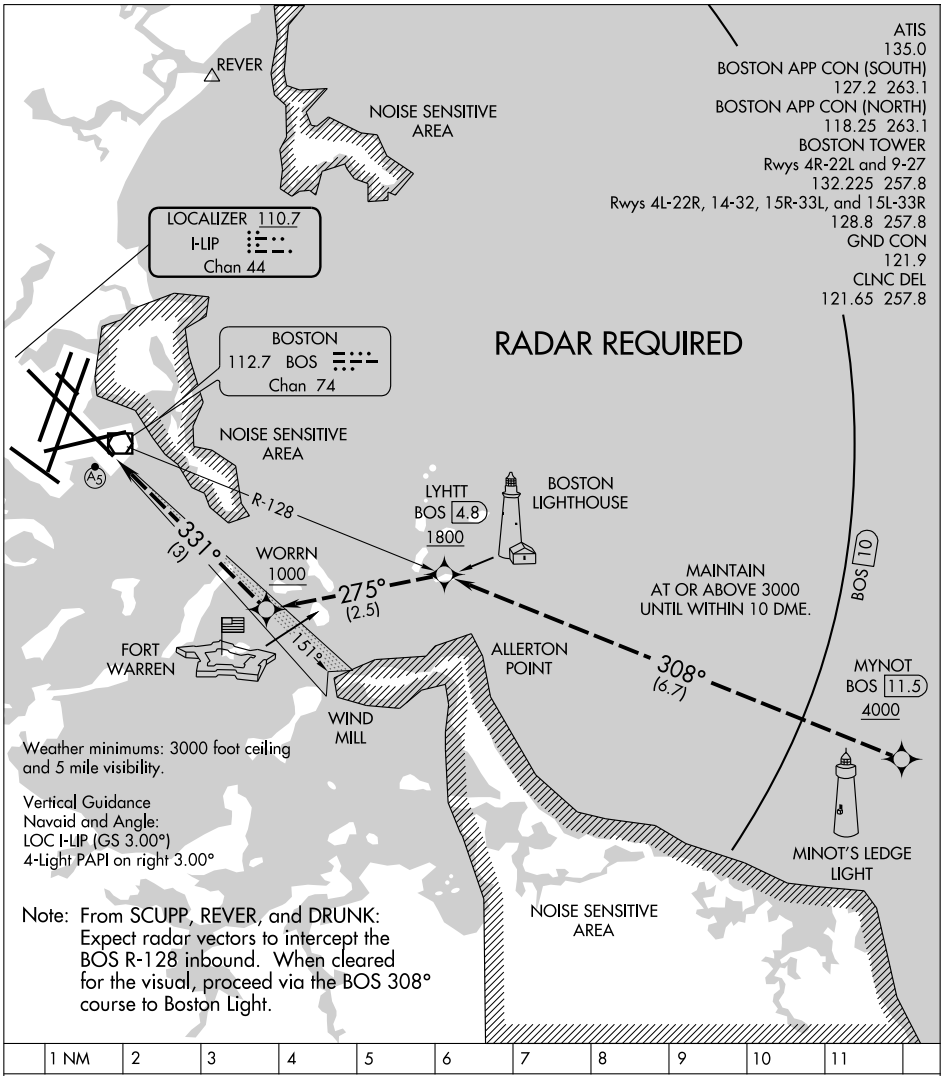
....via depicted route to LBSTA. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

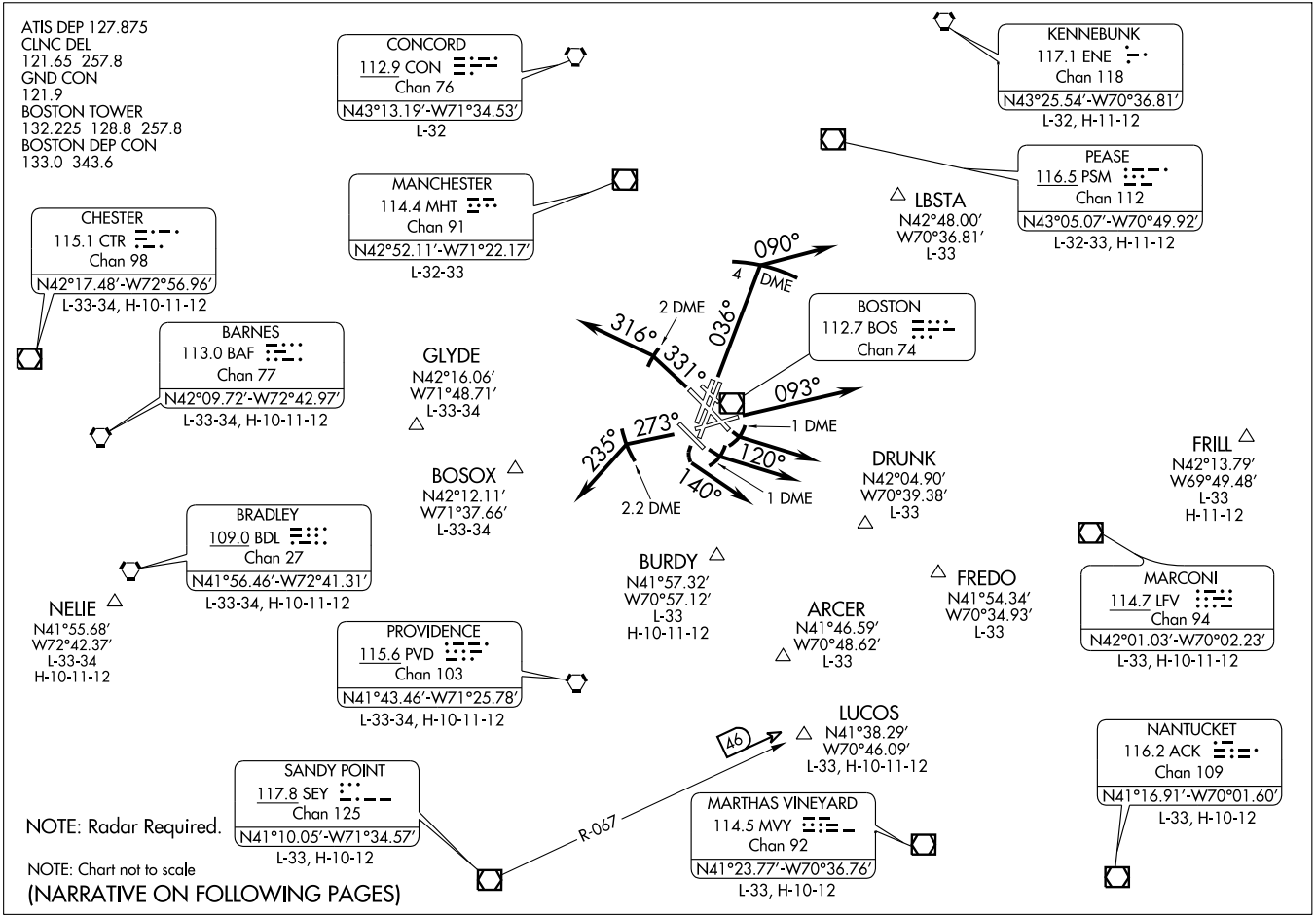
NE-1, 03 JUN 2010 to 01 JUL 2010

LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS



LOGAN FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKE-OFF RUNWAY 4R/L: Fly heading 036° to BOS 4 DME, then turn right heading 090°, thence....
TAKE-OFF RUNWAY 9: Fly heading 093°, thence....
TAKE-OFF RUNWAY 14: Fly heading 142° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 15R: Fly heading 151° to BOS 1 DME, then turn left heading 120°, thence....
TAKE-OFF RUNWAY 22R/L: Turn left heading 140°, thence....
TAKE-OFF RUNWAY 27: Fly heading 273° to BOS 2.2 DME, then turn left heading 235°, thence....
TAKE-OFF RUNWAY 33L: Fly heading 331° to BOS 2 DME, then turn left heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect radar vectors to assigned ROUTE/NAVAID/FIX. Jet aircraft maintain 5000′ or lower assigned altitude. Non-jet aircraft maintain 3000′ or lower assigned altitude. All aircraft expect clearance to filed altitude/flight level ten (10) minutes after departure.

NOTE: JET AIRCRAFT departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000′ before proceeding on course.

TAKE-OFF MINIMUMS:
RWY 15L, 32, 33R, NA - ENVIRONMENTAL.
RWY 4R, STANDARD.
RWY 4L, 300-1 or STANDARD with minimum climb of 358′ per NM to 300′.
RWY 9, 300-1¼ or STANDARD with minimum climb of 272′ per NM to 300′.
RWY 14, STANDARD with minimum ATC climb of 500′ per NM to 420′.
RWY 15R, STANDARD with minimum ATC climb of 431′ per NM to 420′.
RWY 22L, 300-1 or STANDARD when tower reports no tall vessels in the departure area.
RWY 22R, 300-1¾ or STANDARD with minimum climb of 320′ per NM to 400′.
RWY 27, STANDARD with minimum climb of 477′ per NM to 1300′.
RWY 33L, STANDARD with minimum ATC climb of 465′ per NM to 200′.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 03 JUN 2010 to 01 JUL 2010

(CONTINUED)

TAKE-OFF OBSTACLES:

RWY 4L, Light on blast fence 184′ from DER, 249′ left of centerline, 6′ AGL/23′ MSL.
Tree 2094′ from DER, 92′ left of centerline, 47′ AGL/77′ MSL.
Tree 3975′ from DER, 1486′ left of centerline, 50′ AGL/198′ MSL.
Tree 4228′ from DER, 544′ left of centerline, 47′ AGL/143′ MSL.
Ship 694′ from DER, on centerline, 50′ AGL/50′ MSL.
Light on blast fence 230′ from DER, 63′ right of centerline, 6′ AGL/23′ MSL.
Light on pole and mutiple trees beginning 1806′ from DER, 740′ right of centerline, up to 33′ AGL/79′ MSL.

RWY 4R, Light on pole and mutiple trees beginning 1807′ from DER, 403′ left of centerline, up to 33′ AGL/79′ MSL.
Ship 579′ from DER, on centerline, 50′ AGL/50′ MSL.
Crane 2001′ from DER, 434′ right of centerline, 101′ AGL/114′ MSL.
Mobile crane 2009′ from DER, 206′ right of centerline, 114′ AGL/134′ MSL.

RWY 9, Antenna on standpipe and tank beginning 5878′ from DER, 1429′ left of centerline, up to 138′ AGL/217′ MSL.
Ship 763′ from DER, on centerline, 65′ AGL/65′ MSL.

RWY 14, Ship rig 5439′ from DER, 1824′ right of centerline, 176′ AGL/176′ MSL.

RWY 15L, Sign 169′ from DER, 279′ right of centerline, 6′ AGL/19′ MSL.

RWY 15R, Sign 45′ from DER, 267′ right of centerline, 6′ AGL/16′ MSL.

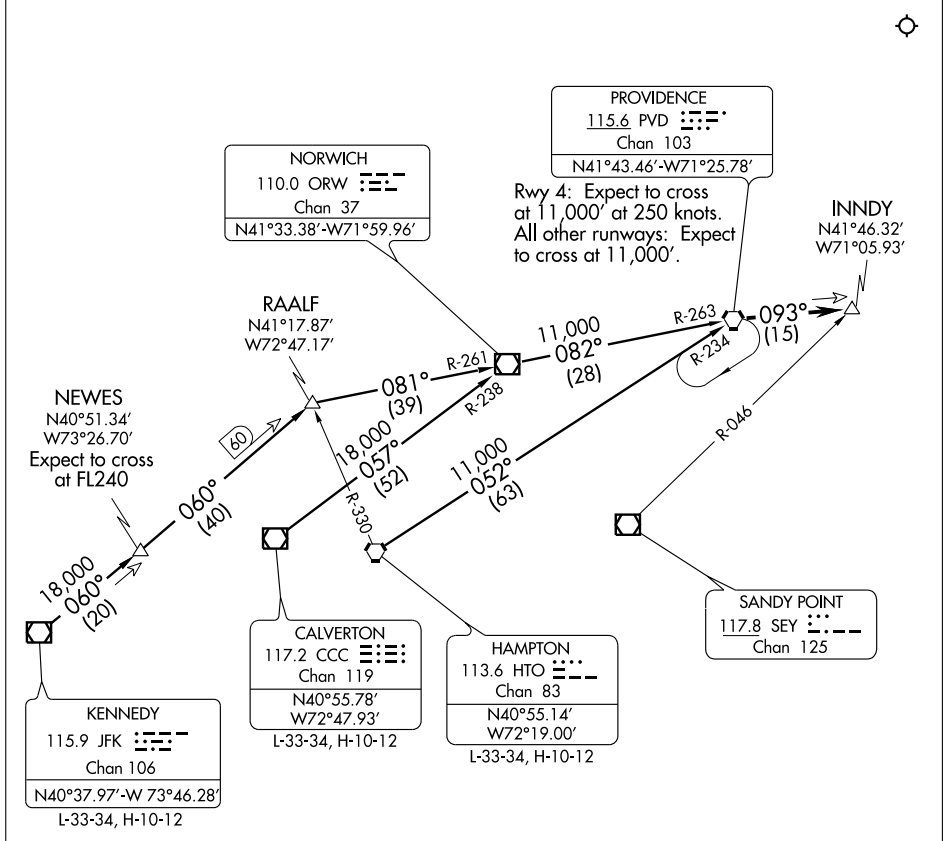
RWY 22L, Rig 2441′ from DER, 35′ left of centerline, 176′ AGL/176′ MSL.
Obstruction light pole 3586′ from DER, 926′ left of centerline, 108′ AGL/128′ MSL.
Mobile crane 3676′ from DER, 440′ right of centerline, 122′ AGL/145′ MSL.

RWY 22R, Rig 4586′ from DER, 1535′ left of centerline, 176′ AGL/176′ MSL.
Rig 4064′ from DER, 8′ right of centerline, 176′ AGL/176′ MSL.
Stacks 1.3 NM from DER, 1598′ right of centerline, 255′ AGL/278′ MSL.

RWY 27, Mutiple buildings beginning 1.3 NM from DER, 129′ left of centerline, up to 251′ AGL/261′ MSL.
Light pole and rod on pole beginning 1691′ from DER, 749′ right of centerline, up to 60′ AGL/100′ MSL.
Rig 4822′ from DER, 35′ right of centerline, 176′ AGL/176′ MSL.
Mutiple buildings beginning 1.7 NM from DER, 1479′ right of centerline, up to 685′ AGL/701′ MSL.

RWY 33L, Mutiple lights, rod on tank and light on building 796′ from DER, 604′ left of centerline, up to 46′ AGL/73′ MSL.
Building and chimney on building beginning 4301′ from DER, 1079′ left of centerline, up to 40′ AGL/149′ MSL.
Bridge 1.4 NM from DER, 2615′ left of centerline, 263′ AGL/263′ MSL.
Mutiple trees, wind direction indicator on tower and sign beginning 249′ from DER, 51′ right of centerline, up to 35′ AGL/101′ MSL.

BOSTON APP CON
120.6 263.1
ATIS ARR 135.0



NOTE: For turbojet only.

NOTE: Chart not to scale.

CALVERTON TRANSITION (CCC.ORW3): From over CCC VOR/DME via CCC R-057 and ORW R-238 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

HAMPTON TRANSITION (HTO.ORW3): From over HTO VORTAC via HTO R-052 and PVD R-234 to PVD VORTAC. Thence....

KENNEDY TRANSITION (JFK.ORW3): From over JFK VOR/DME via R-060 to RAALF INT, then via ORW R-261 to ORW VOR/DME, then via ORW R-082 and PVD R-263 to PVD VORTAC. Thence....

....From over PVD VORTAC via PVD R-093 to INNDY INT. Expect radar vectors to final approach course.

PATSS ONE DEPARTURE (RNAV) (PATSS1.PATSS) 09295

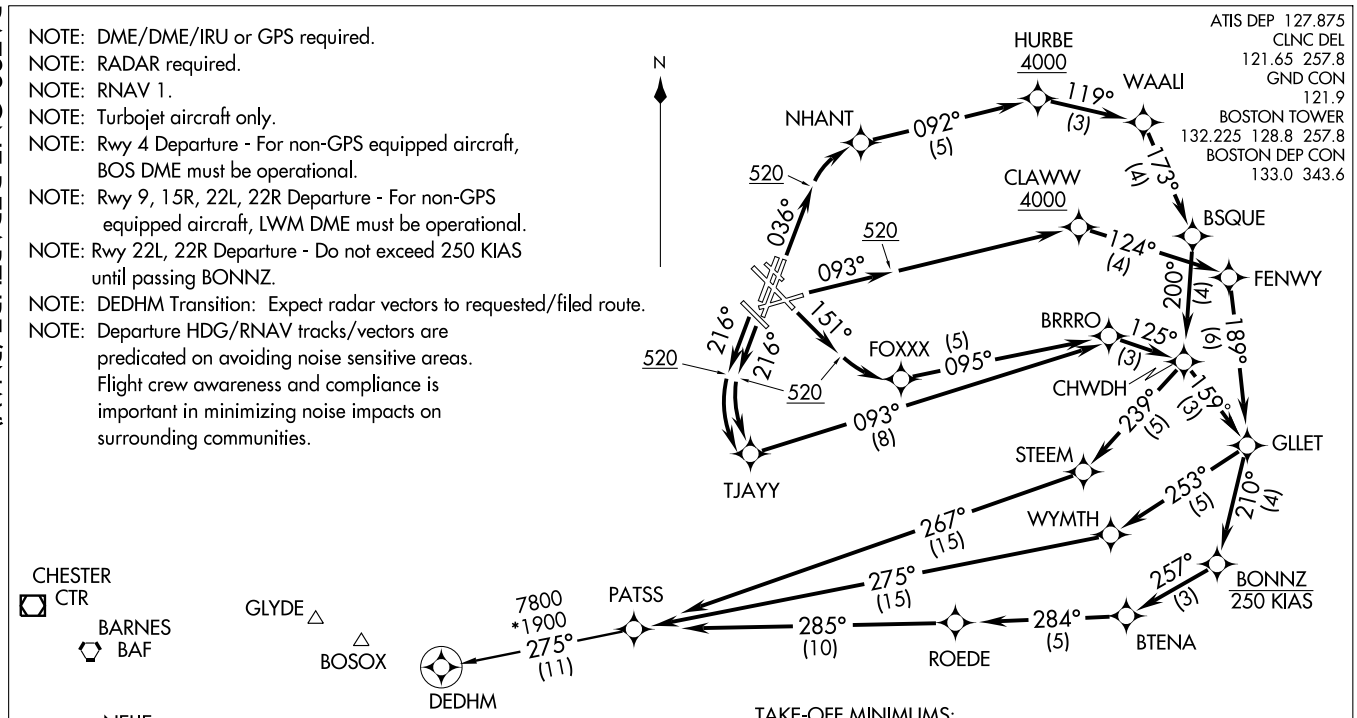
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

SI-58 (FAA)

BOSTON, MASSACHUSETTS

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4 Departure - For non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R Departure - For non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Rwy 22L, 22R Departure - Do not exceed 250 KIAS until passing BONNZ.
NOTE: DEDHM Transition: Expect radar vectors to requested/filed route.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
Rwys 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic.
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, and via track 119° to WAALI and track 173° to BSQUE and track 200° to CHWDH and track 239° to STEEM and track 267° to PATSS, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, and via track 124° to FENWY and track 189° to GLLET and track 253° to WYMTH and track 275° to PATSS, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX and via track 095° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

TAKE-OFF RUNWAY 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY and via track 093° to BRRRO and track 125° to CHWDH and track 159° to GLLET and track 210° to BONNZ and track 257° to BTENA and track 284° to ROEDE and 285° to PATSS, thence...

....Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

DEDHM TRANSITION (PATSS1.DEDHM):

TAKE-OFF OBSTACLES:

Rwy 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.

Rwy 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.

Rwy 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.

Rwy 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.

Rwy 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8851
036°	TDZE	18
	Apt Elev	19

RNAV (GPS) RWY 4R

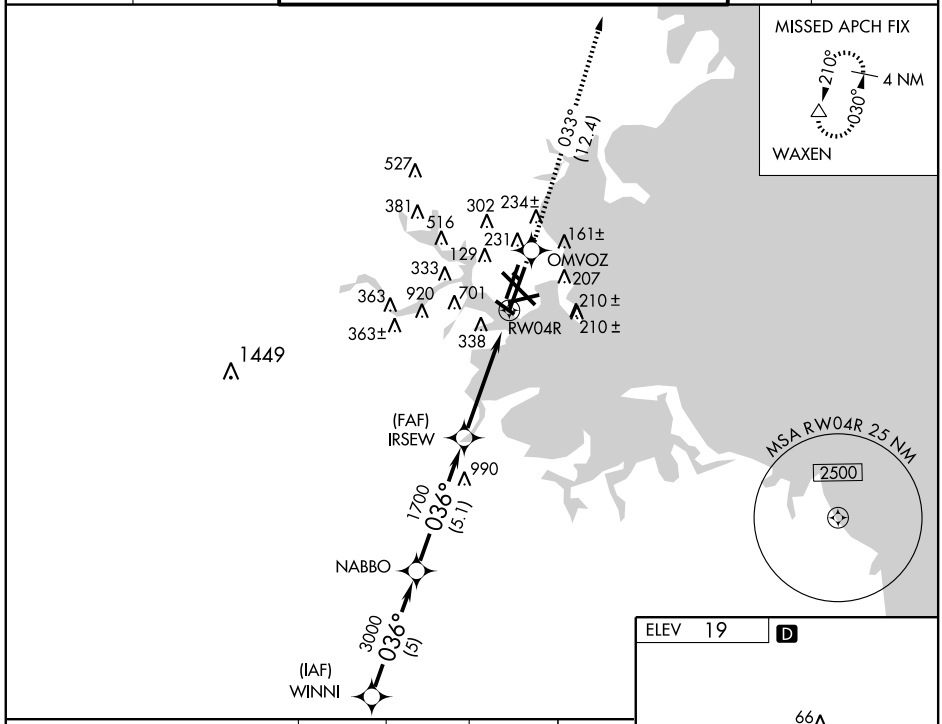
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

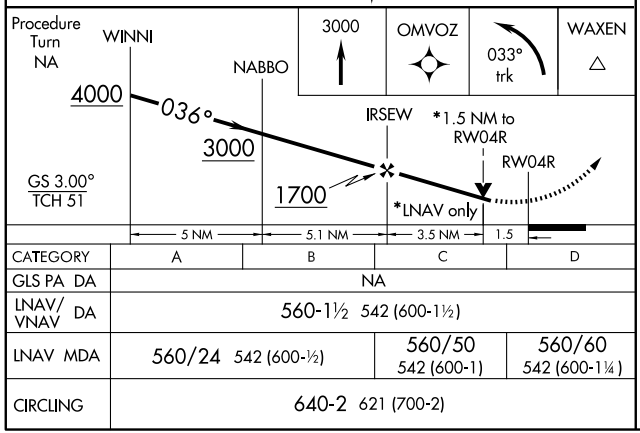
CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
When control tower reports tall vessels in approach area, LNAV/VNAV DA NA, increase LNAV CAT A and B visibility to RVR 4000.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ALSF-2

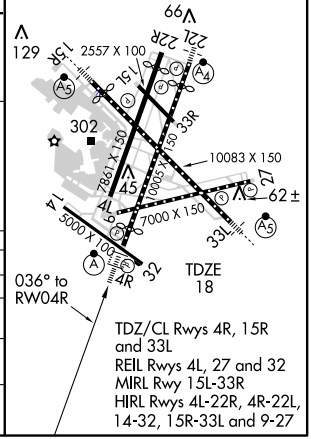
MISSED APPROACH: Climb to 3000 direct OMVOZ WP then left turn via 033° track to WAXEN WP and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	560-1½ 542 (600-1½)			
LNAV MDA	560/24 542 (600-½)		560/50 542 (600-1)	560/60 542 (600-1¼)
CIRCLING	640-2 621 (700-2)			



NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	9201
149°	TDZE	17
	Apt Elev	19

RNAV (GPS) RWY 15R

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

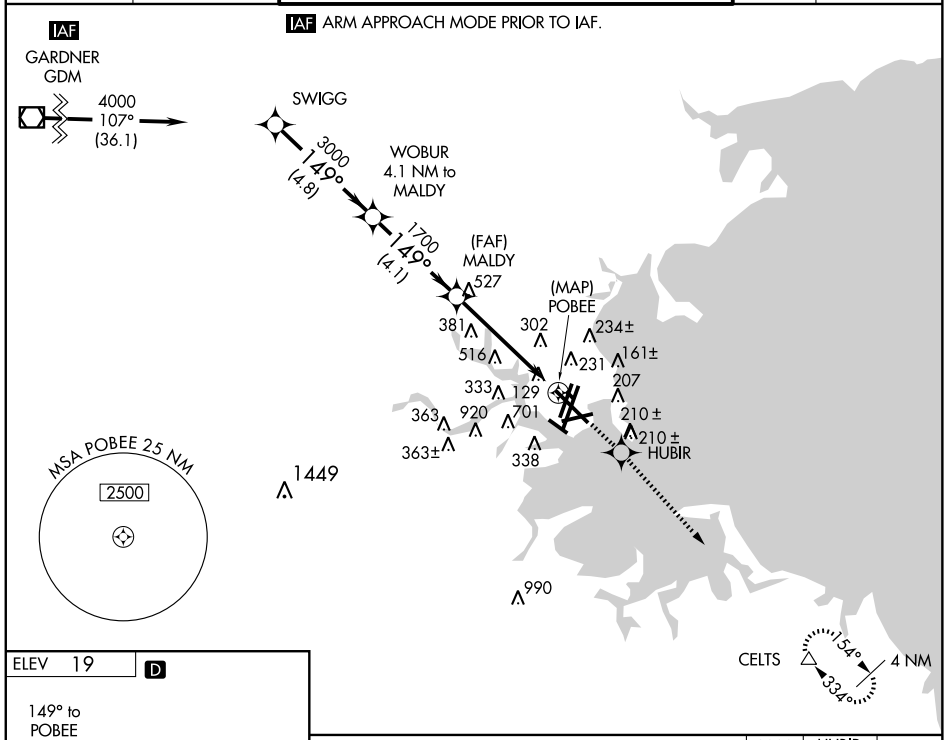
V A NA W — CATs C and D circling not authorized west of Rwys 4L and 15R. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

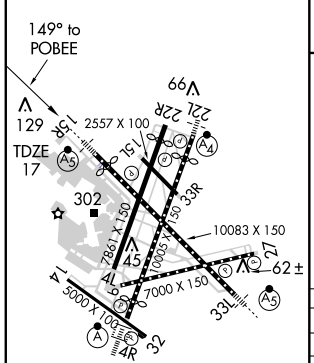
MALSR

MISSED APPROACH: Climb to 3000 direct HUBIR WP and via 154° track to CELTS WP and hold.

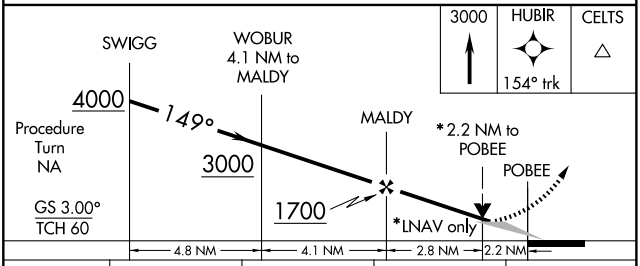
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

IAF ARM APPROACH MODE PRIOR TO IAF.





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	760-2 743 (800-2)			
LNAV MDA	780/24 763 (800-½)	780/40 763 (800-¾)	780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	780-2½ 761 (800-2½)			

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8806
216°	TDZE	16
	Apt Elev	19

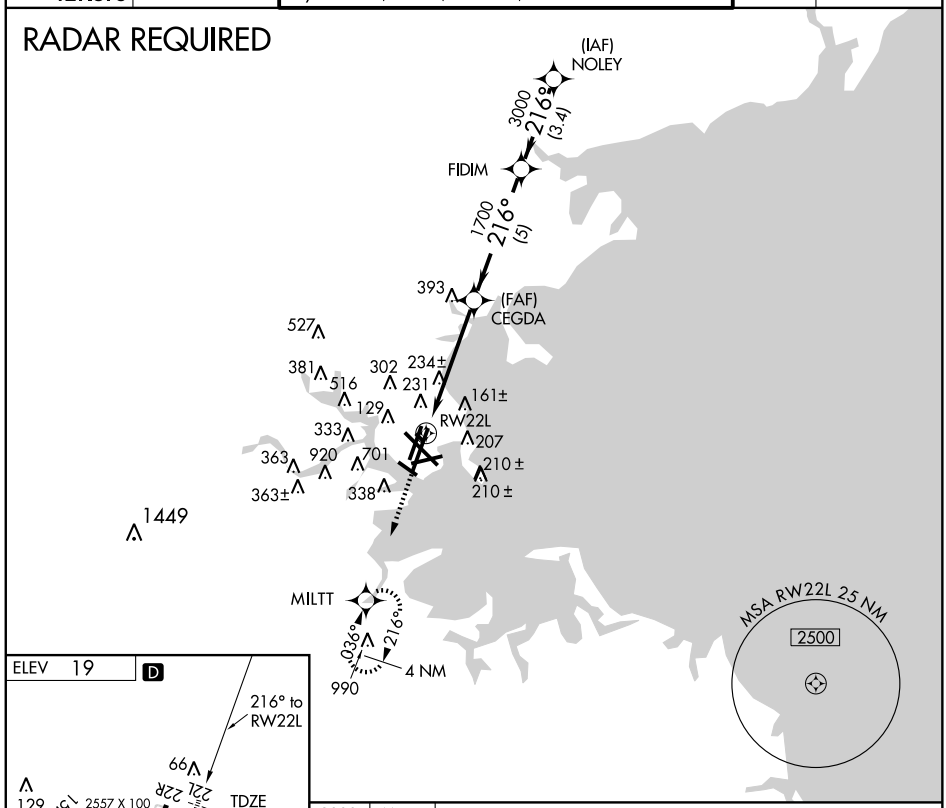
RNAV (GPS) RWY 22L

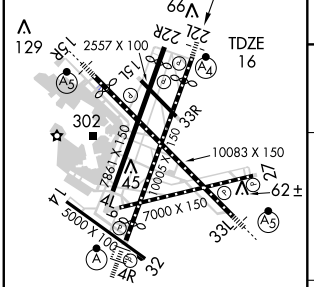
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

T NA	CATs C and D circling not authorized west of Rwys 4L and 15R. Inoperative table does not apply to LNAV Cat C. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MALSF	MISSED APPROACH: Climb to 3000 direct MILTT WP and hold.

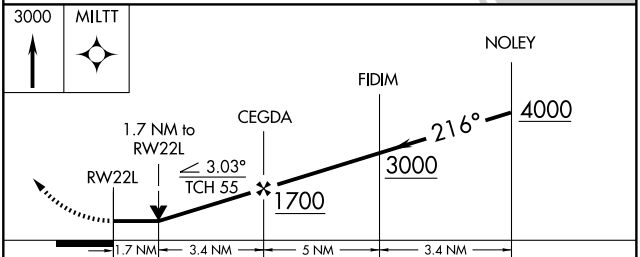
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

RADAR REQUIRED





TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	600/40 584 (600-¾)		600-1½ 584 (600-1½)	600-1¾ 584 (600-1¾)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 27

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

APP CRS	Rwy ldg	7000
273°	TDZE	17
	Apt Elev	19

T
A NA
W

CATs C and D circling not authorized west of Rwys 4L and 15R.
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WANTU WP and 267° track to BOSOX WP and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		

MISSED APCH FIX
BOSOX
088°
268°
5 NM

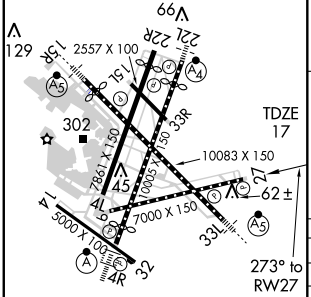
527 381 516 302 234± 231 161± 129 333 217± 363 920 701 210± 338 RW27 210± 363± WANTU 1449 990

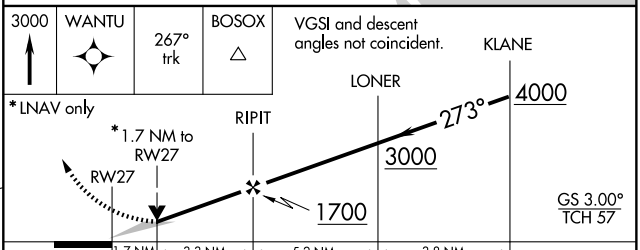
(IAF) KLANE
LONER 3000 273° (3.8)
(FAF) RIPIT 1700 273° (5.2)

MSA RW27 25 NM
2500

RADAR REQUIRED

ELEV 19 D





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	480-1½ 463 (500-1½)			
LNAV MDA	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	640-2 623 (700-2)
CIRCLING	640-1½ 621 (700-1½)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
332°	TDZE	20
	Apt Elev	20

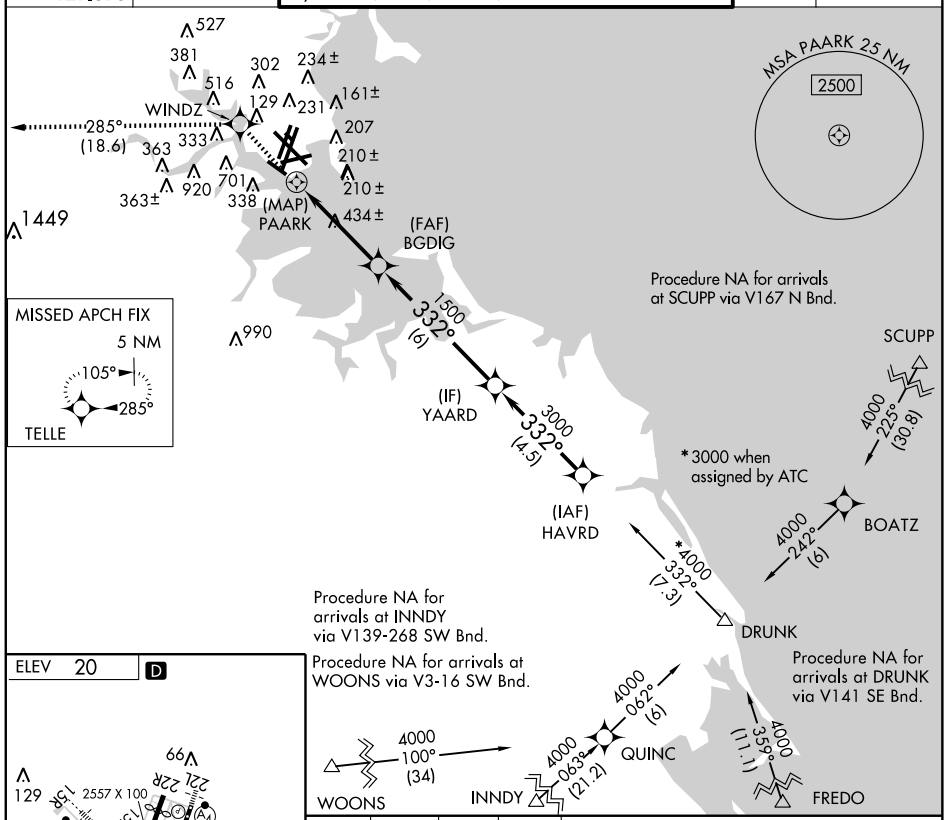
RNAV (GPS) RWY 32

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

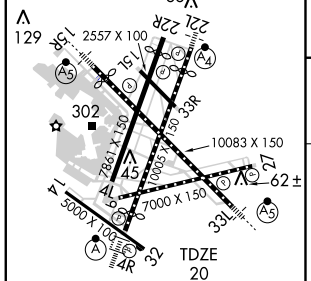
DME/DME RNP-0.3 NA. Circling to Rwy 14 NA.
Circling NA for Cats B, C and D west of Rwys 4L and 15R.

MISSED APPROACH: Climb to 3000 direct WINDZ and via 285° track to TELLE and hold.

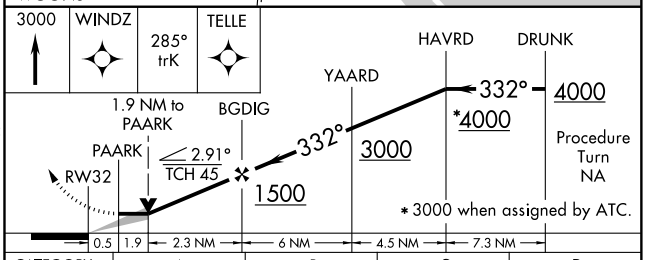
ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		



ELEV 20 D



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	820-2¼ 800 (800-2¼)	820-2½ 800 (800-2½)
CIRCLING	960-1¼ 940 (1000-1¼)		960-2¾ 940 (1000-2¾)	960-3 940 (1000-3)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	10083
331°	TDZE	16
	Apt Elev	19

RNAV (GPS) RWY 33L

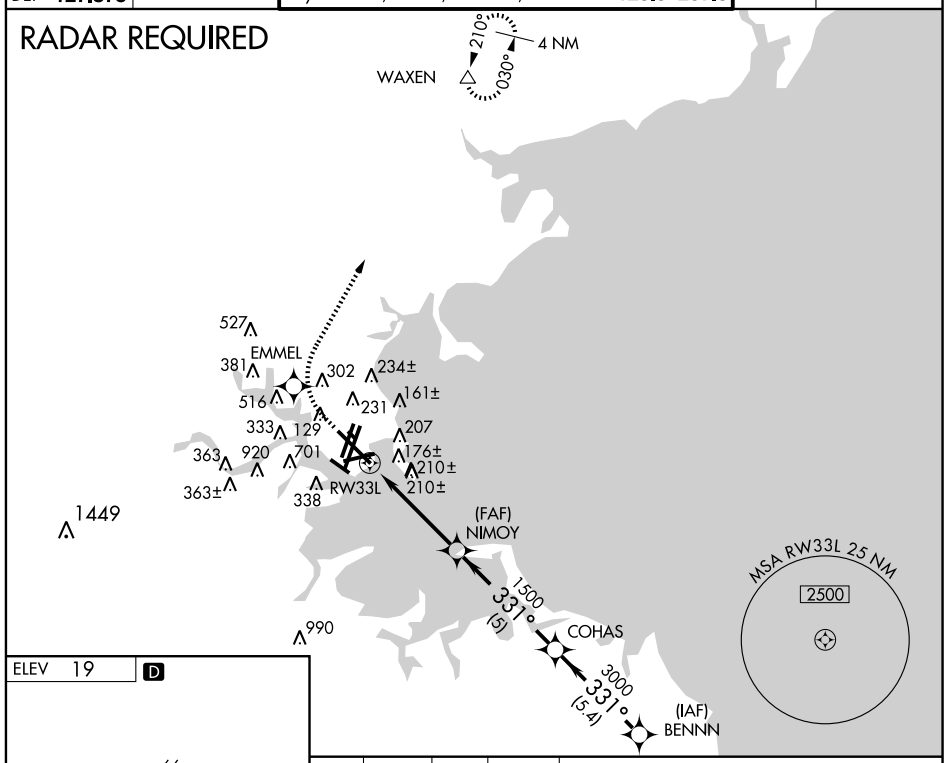
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

T A NA W — Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Cats C and D Circling not authorized west of Rwys 4L and 15R.

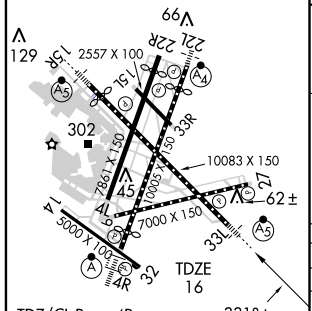
MALSR (A5) — MISSED APPROACH: Climb to 3000 direct EMMEL WP and via 045° track to WAXEN WP and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED

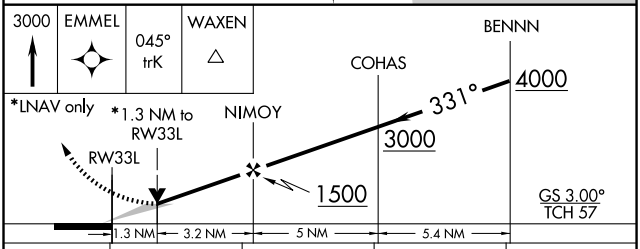


ELEV 19 D



TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

331° to RW33L

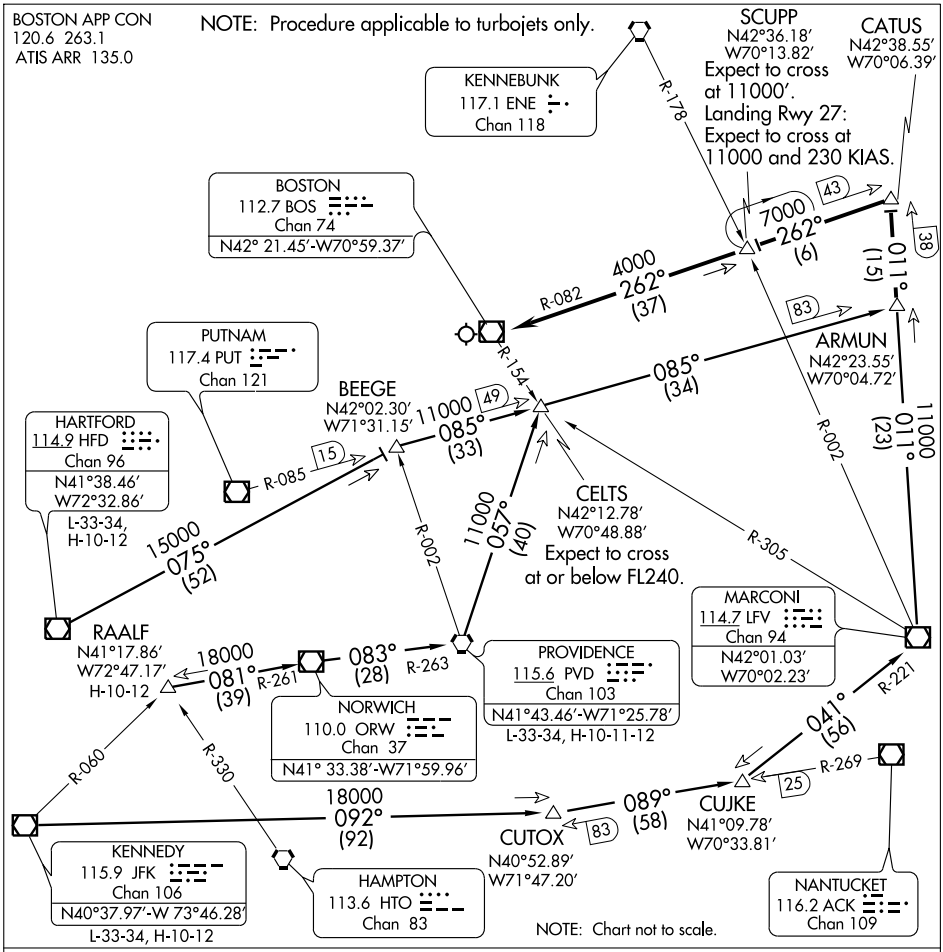


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	480/50 464 (500-1)			
LNAV MDA	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

SCUPP FOUR ARRIVAL

GENERAL EDWARD LAWRENCE LOGAN INTL
BOSTON, MASSACHUSETTS



HARTFORD TRANSITION (HFD.SCUPP4): From over HFD VOR/DME via HFD R-075 to BEEGE INT, then via PUT R-085 to ARMUN INT. Thence....

KENNEDY TRANSITION (JFK.SCUPP4): From over JFK VOR/DME via JFK R-092 to CUTOX INT, then via ACK R-269 to CUJKE INT, then via LFV R-221 to LFV VOR/DME, then via LFV R-011 to ARMUN INT. Thence....

PROVIDENCE TRANSITION (PVD.SCUPP4): From over the PVD VORTAC via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

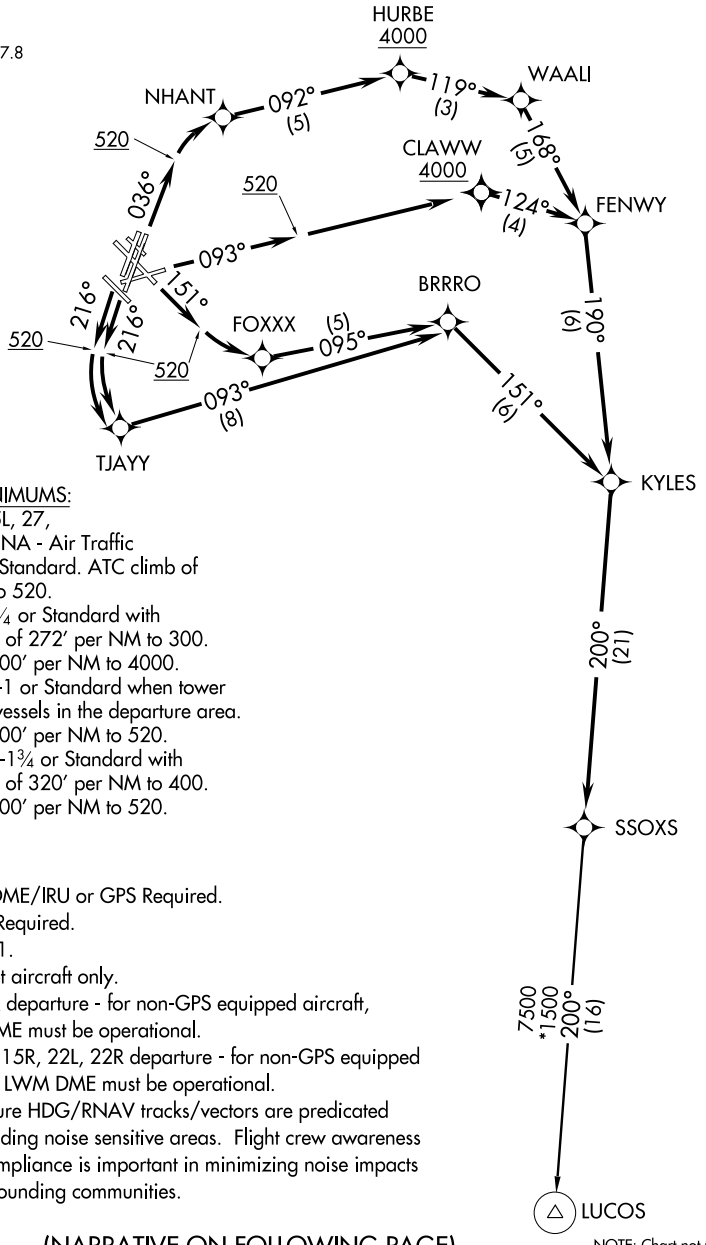
RAALF TRANSITION (RAALF.SCUPP4): From over RAALF INT via ORW R-261 to ORW VOR/DME, then via PVD R-263 to PVD VORTAC, then via PVD R-057 to CELTS INT, then via PUT R-085 to ARMUN INT. Thence....

....From over ARMUN INT via LFV VOR/DME R-011 to CATUS INT, then via BOS VOR/DME R-082 to SCUPP INT, then via BOS R-082 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.

NE-1, 03 JUN 2010 to 01 JUL 2010

SSOXS ONE DEPARTURE (RNAV)

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6



TAKE-OFF MINIMUMS:
Rwy 4L, 14, 15L, 27, 32, 33L, 33R: NA - Air Traffic
Rwy 4R, 15R: Standard. ATC climb of 400′ per NM to 520.
Rwy 9: 300-1¼ or Standard with minimum climb of 272′ per NM to 300. ATC climb of 500′ per NM to 4000.
Rwy 22L: 300-1 or Standard when tower reports no tall vessels in the departure area. ATC climb of 400′ per NM to 520.
Rwy 22R: 300-1¾ or Standard with minimum climb of 320′ per NM to 400. ATC climb of 400′ per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Rwy 4R departure - for non-GPS equipped aircraft, BOS DME must be operational.
NOTE: Rwy 9, 15R, 22L, 22R departure - for non-GPS equipped aircraft, LWM DME must be operational.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-1, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4R: Climb heading 036° to 520 MSL, then climb to assigned altitude direct NHANT, and via track 092° to HURBE, cross HURBE at or above 4000, thence...

TAKE-OFF RUNWAY 9: Climb heading 093° to 520 MSL, then climb to assigned altitude direct CLAWW, cross CLAWW at or above 4000, thence....

TAKE-OFF RUNWAY 15R: Climb heading 151° to 520 MSL, then climb to assigned altitude direct FOXXX, thence...

TAKE-OFF RUNWAYS 22L/22R: Climb heading 216° to 520 MSL, then climb to assigned altitude direct TJAYY, thence...

. . . . via depicted route to SSOXS. Maintain 5000' or lower assigned altitude.
Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LUCOS TRANSITION (SSOXS1.LUCOS):

TAKE-OFF OBSTACLES:
RWY 4R: Light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 570' from DER, on centerline, 50' AGL/50' MSL. Crane 2,001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134 MSL.
RWY 9: Antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL.
RWY 15R: Sign 45' from DER, 267' right of centerline, 6' AGL, 16' MSL.
RWY 22L: RIG 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL.
RWY 22R: RIG, 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. RIG 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL.

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR/DME BOS	APP CRS	Rwy Idg	N/A
112.7	310°	TDZE	N/A
Chan 74		Apt Elev	19

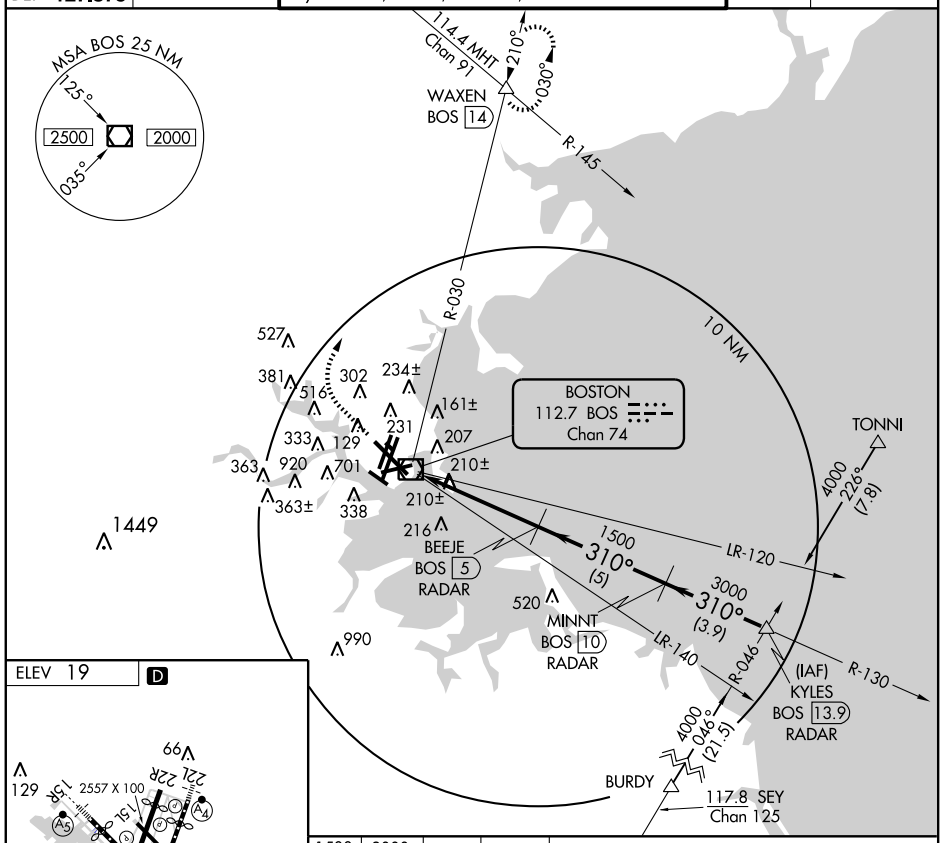
VOR/DME or GPS-A

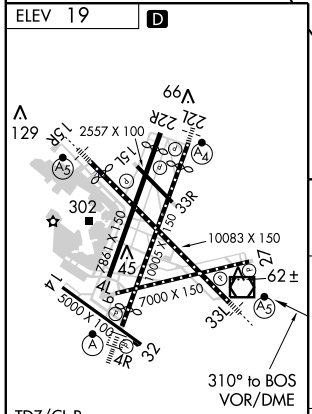
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

Circling not authorized for CATs C and D Rwy 4L clockwise to Rwy 15R.

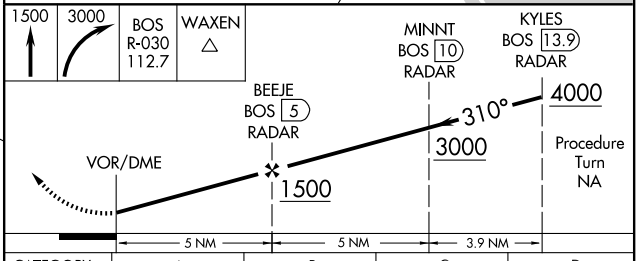
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN Int/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		





TDZ/CL Rwys
4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,
14-32, 15R-33L and 9-27



CATEGORY	A	B	C	D
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR/DME BOS	APP CRS	Rwy Idg	9201
112.7	144°	TDZE	17
Chan 74		Apt Elev	19

VOR/DME RWY 15R

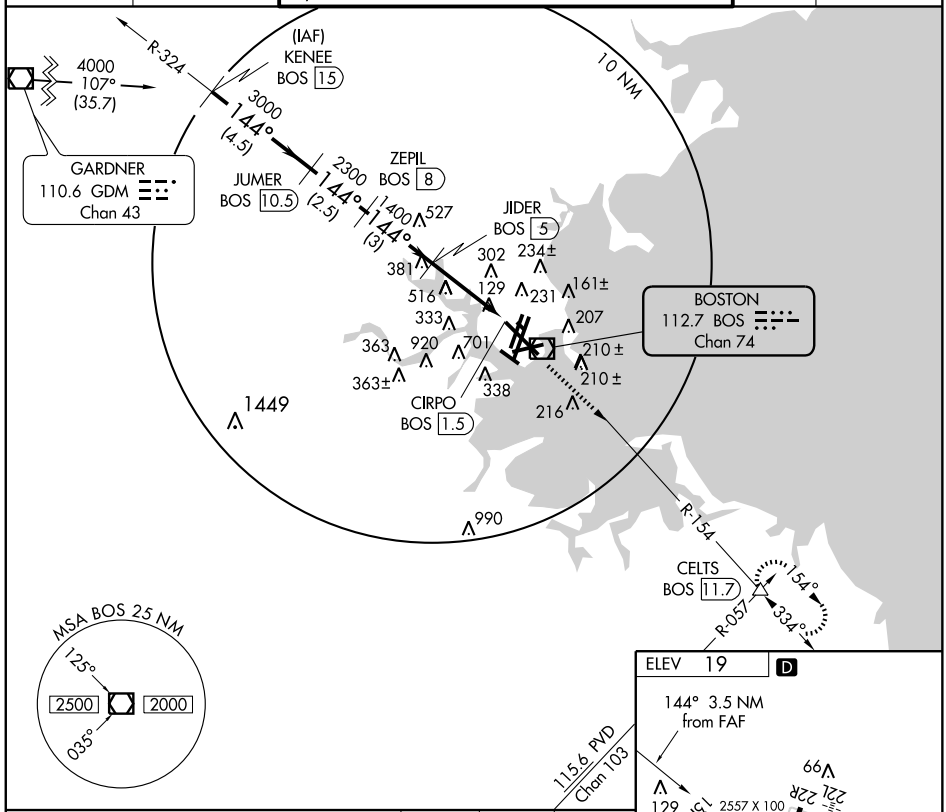
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For inoperative MALSR, increase S-15R Cat A visibility to RVR 5000.
Cat C and D circling not authorized west of Rwys 4L and 15R.

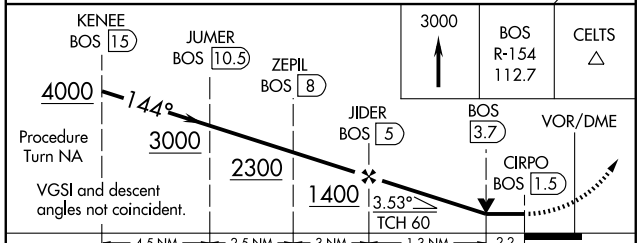
MALSR

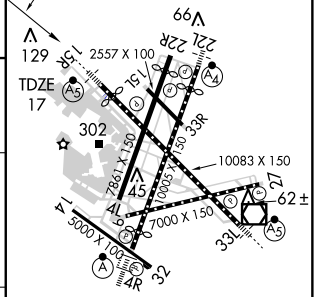
MISSED APPROACH: Climb to 3000 via BOS R-154 to CELTS Int/BOS 11.7 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER		GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27	132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R	128.8 257.8		



115.6 PVD
Chan 103





CATEGORY	A	B	C	D
S-15R	780/40 763 (800-¾)		780-1¾ 763 (800-1¾)	780-2 763 (800-2)
CIRCLING	780-1 761 (800-1)	780-1¼ 761 (800-1¼)	780-2¼ 761 (800-2¼)	780-2½ 761 (800-2½)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27, and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L, and 9-27.

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME BOS	APP CRS	Rwy Idg	7000
112.7	260°	TDZE	17
Chan 74		Apt Elev	19

VOR/DME RWY 27

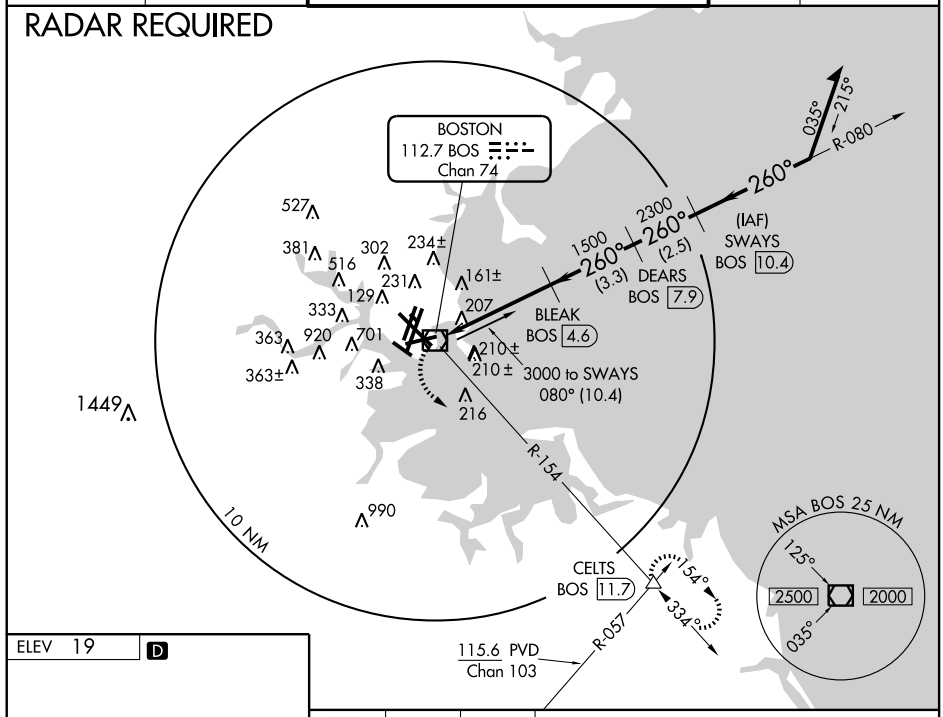
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

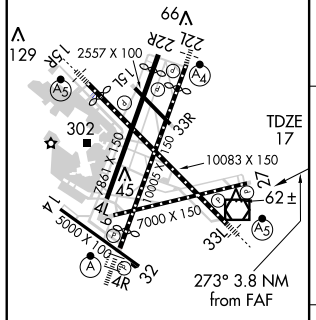
T Circling not authorized CATs C and D west of Rwys 4L and 15R.

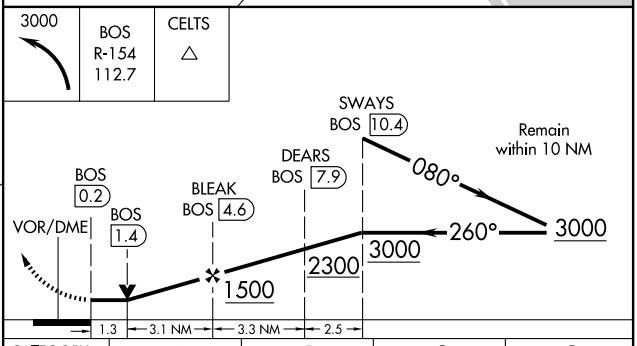
MISSED APPROACH: Climbing left turn to 3000 via BOS R-154 to CELTS Int and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		

RADAR REQUIRED







CATEGORY	A	B	C	D
S-27	460-1½ 443 (500-1½)			
CIRCLING	640-1½ 621 (700-1½)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L,

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR/DME BOS	APP CRS	Rwy Idg	10,083
112.7	342°	TDZE	16
Chan 74		Apt Elev	19

VOR/DME RWY 33L

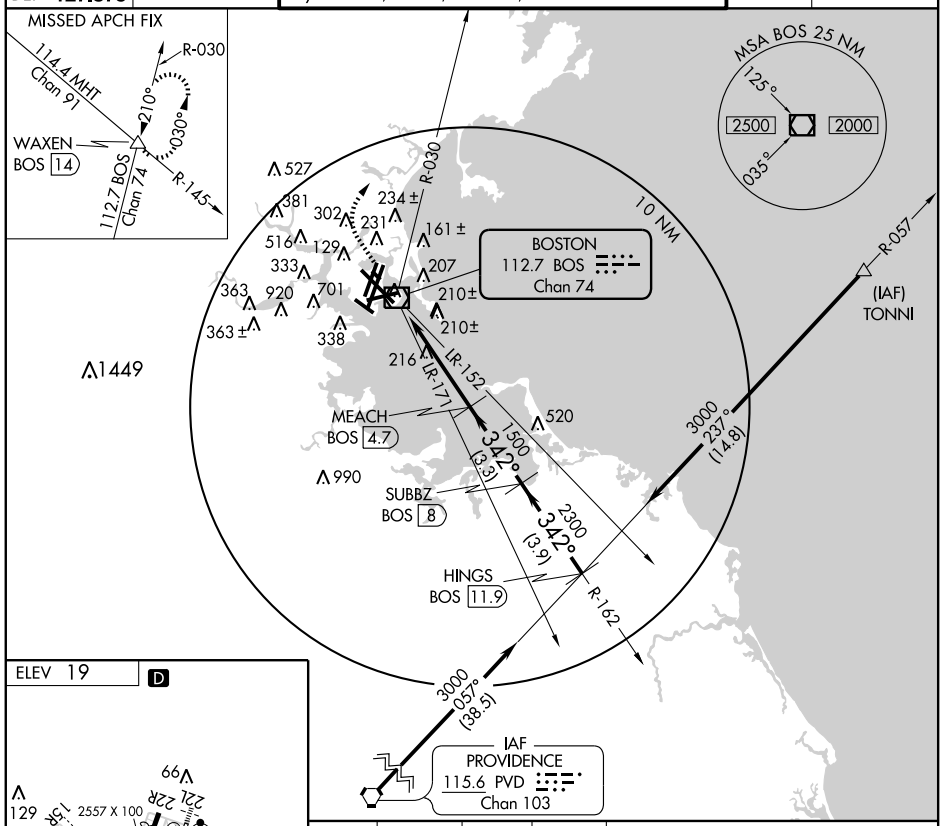
BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

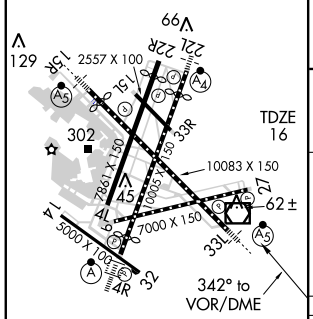
Circling not authorized for CATs C and D west of Rwys 4L and 15R.

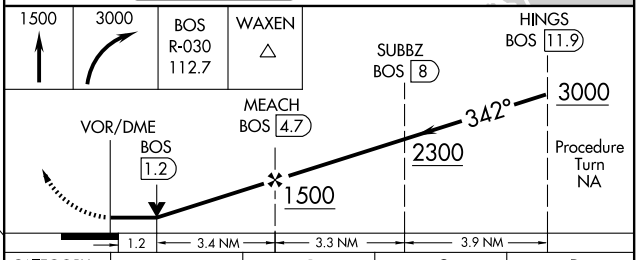
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via BOS R-030 to WAXEN Int/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0	120.6 263.1	Rwys 4R-22L, 9-27 132.225 257.8	121.9	121.65 257.8
DEP 127.875		Rwys 4L-22R, 14-32, 15R-33L, 15L-33R 128.8 257.8		





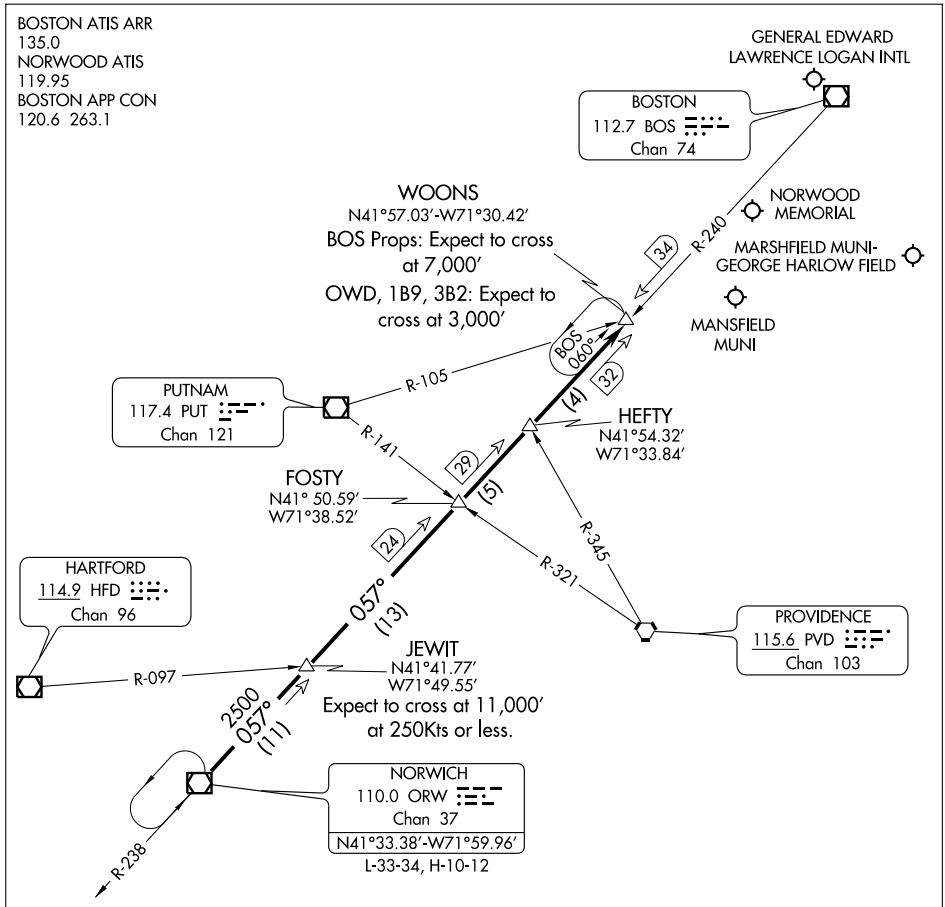


TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

CATEGORY	A	B	C	D
S-33L	480/24 464 (500-½)		480/40 464 (500-¾)	480/50 464 (500-1)
CIRCLING	640-1 621 (700-1)		640-1¾ 621 (700-1¾)	640-2 621 (700-2)

NE-1, 03 JUN 2010 to 01 JUL 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 03 JUN 2010 to 01 JUL 2010

ATIS DEP 127.875
CLNC DEL
121.65 257.8
GND CON
121.9
BOSTON TOWER
132.225 128.8 257.8
BOSTON DEP CON
133.0 343.6

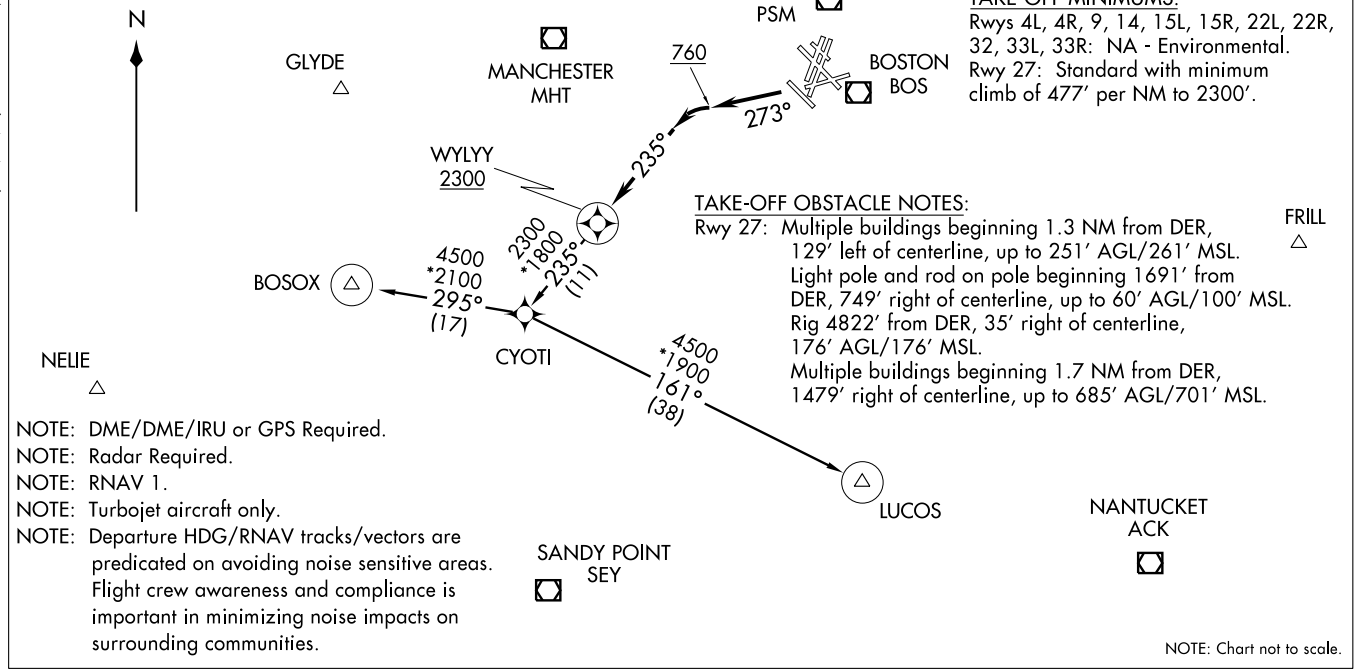
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27: Climb heading 273° to 760 MSL, then climbing left turn on 235° course to WYLYY, thence....

....via depicted route. Cross WYLYY at or above 2300'. Maintain 5000' or lower assigned altitude. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

BOSOX TRANSITION (WYLYY7.BOSOX):

LUCOS TRANSITION (WYLYY7.LUCOS):



TAKE-OFF MINIMUMS:
Rwys 4L, 4R, 9, 14, 15L, 15R, 22L, 22R, 32, 33L, 33R: NA - Environmental.
Rwy 27: Standard with minimum climb of 477' per NM to 2300'.

TAKE-OFF OBSTACLE NOTES:
Rwy 27: Multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL.
Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL.
Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL.
Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Departure HDG/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

NDB CQX 279	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 68

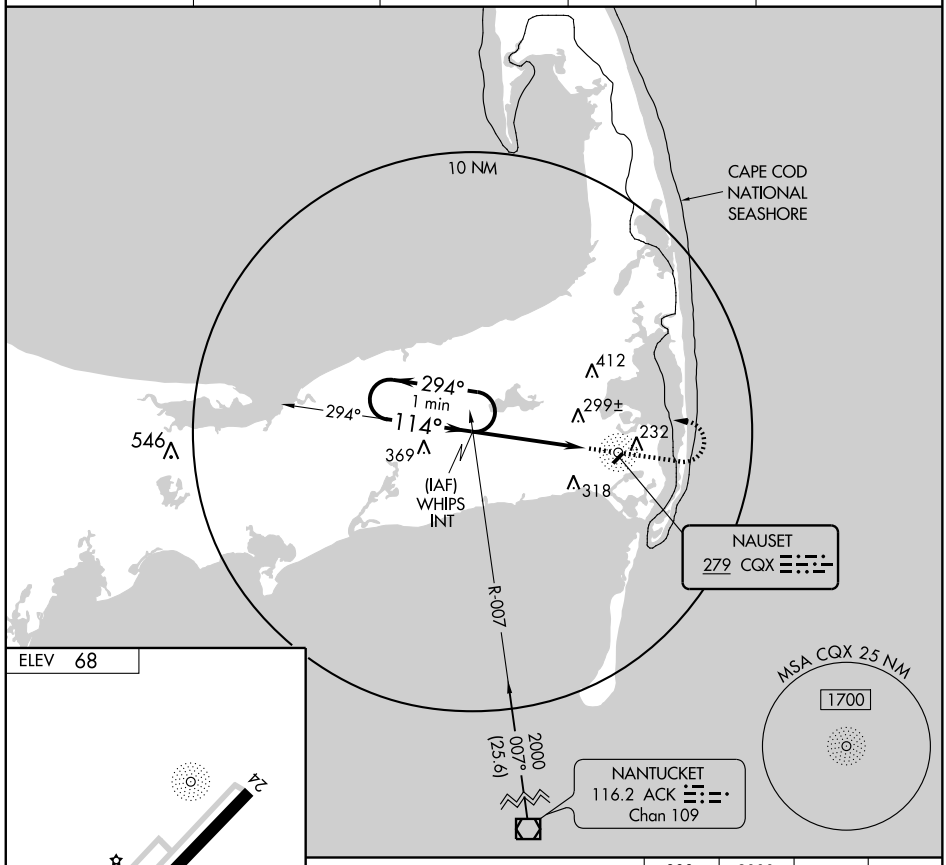
NDB-A

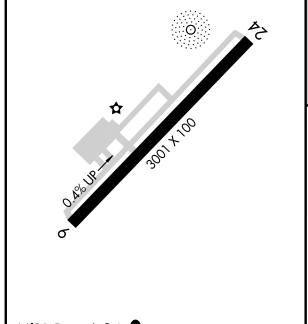
CHATHAM MUNI (CQX)

T
NA When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

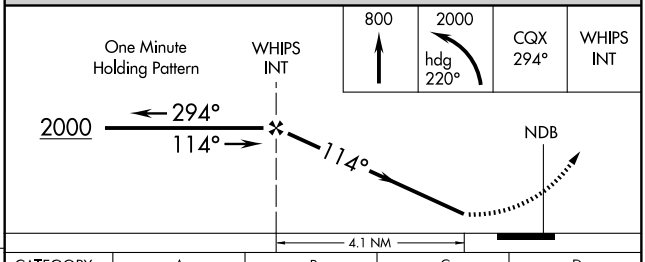
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L





MIRL Rwy 6-24 L



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	600-1½ 532 (600-1½)		680-1¾ 612 (700-1¾)	680-2 612 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

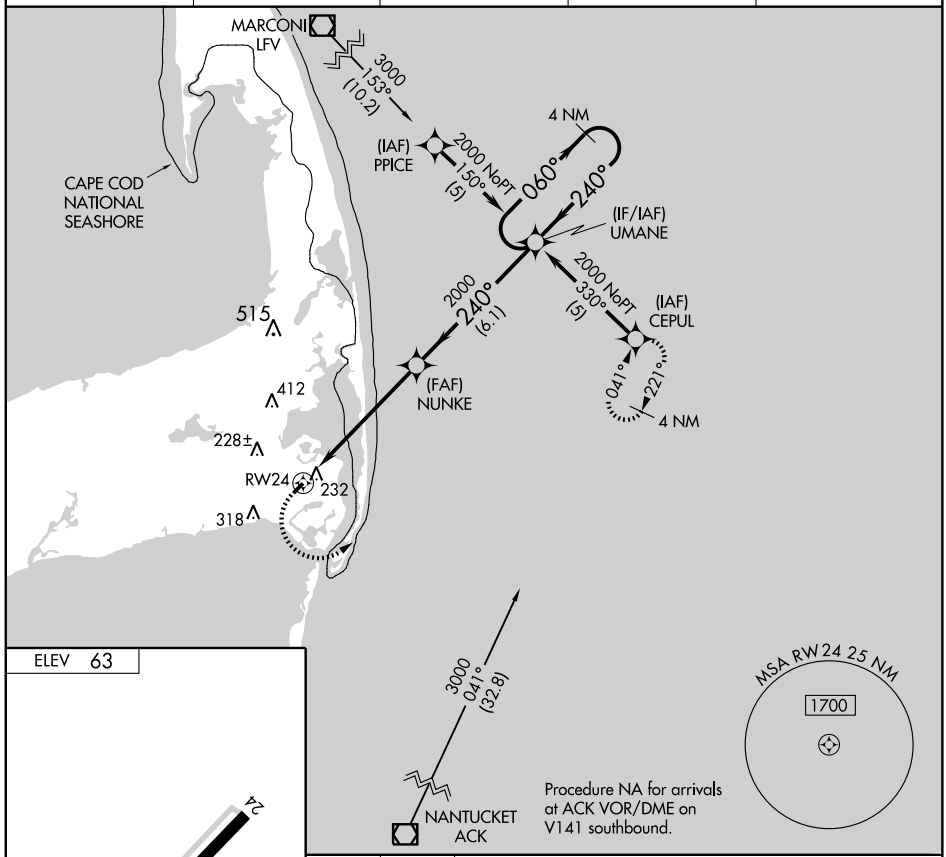
APP CRS	Rwy Idg	N/A
240°	TDZE	N/A
	Apt Elev	63

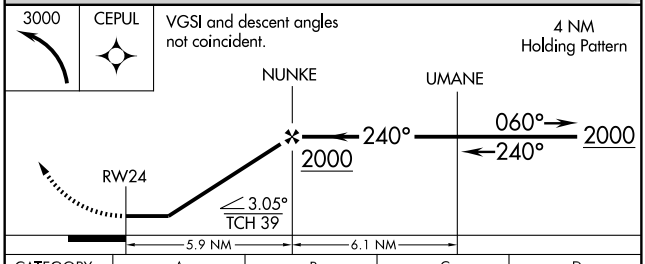
RNAV (GPS)-B
CHATHAM MUNI (CQX)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 L





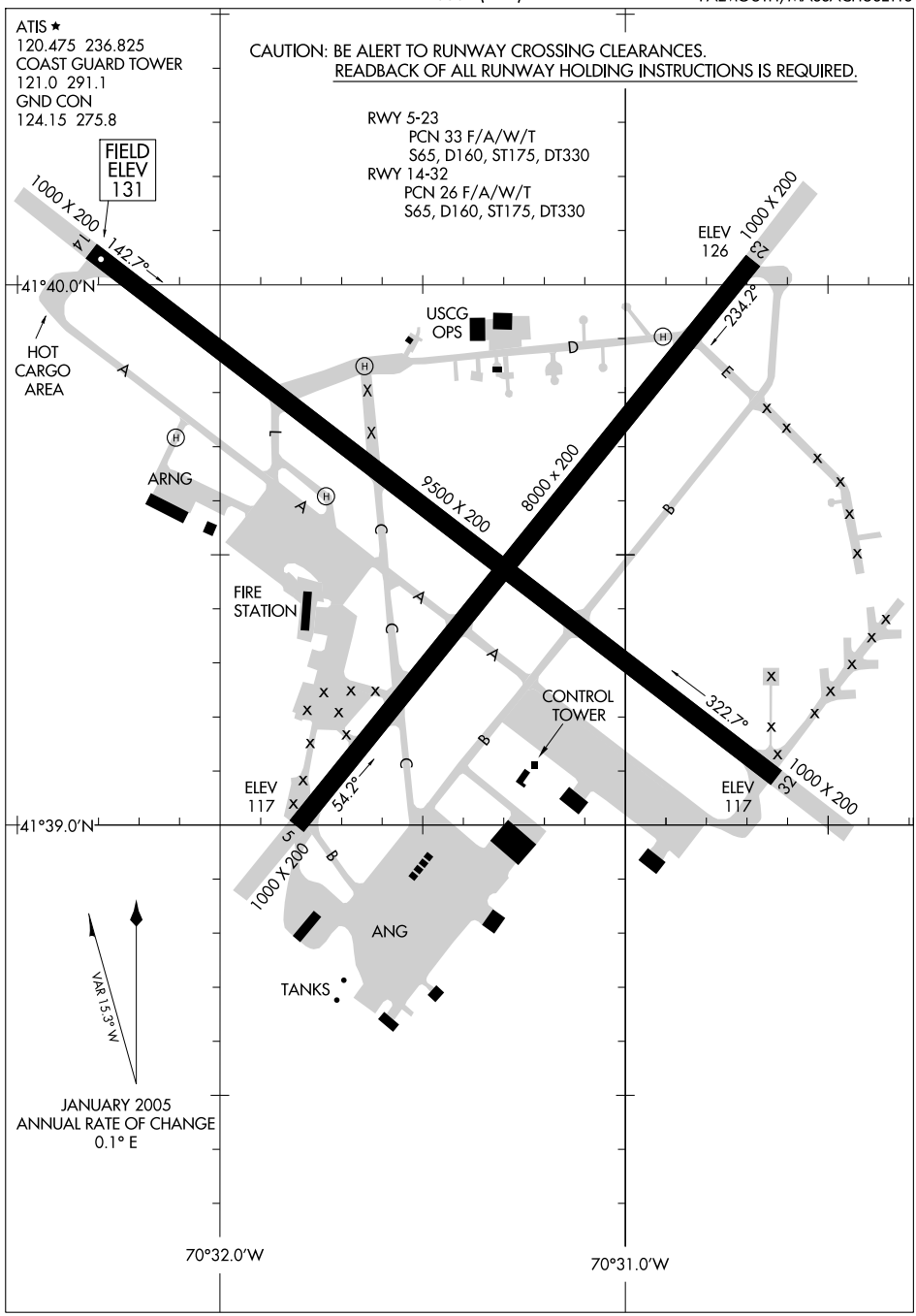
CATEGORY	A	B	C	D
CIRCLING	600-1	537 (600-1)	680-1¾ 617 (700-1¾)	680-2 617 (700-2)

MIRL Rwy 6-24 L

NE-1. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

FALMOUTH/CAPE COD COAST GUARD AIR STATION (FMH)
AL-10362 (FAA)
FALMOUTH, MASSACHUSETTS



NE-1, 03 JUN 2010 to 01 JUL 2010

LOC I-FMH	APP CRS	Rwy Idg	8000
110.1	234°	TDZE	125
		Apt Elev	130

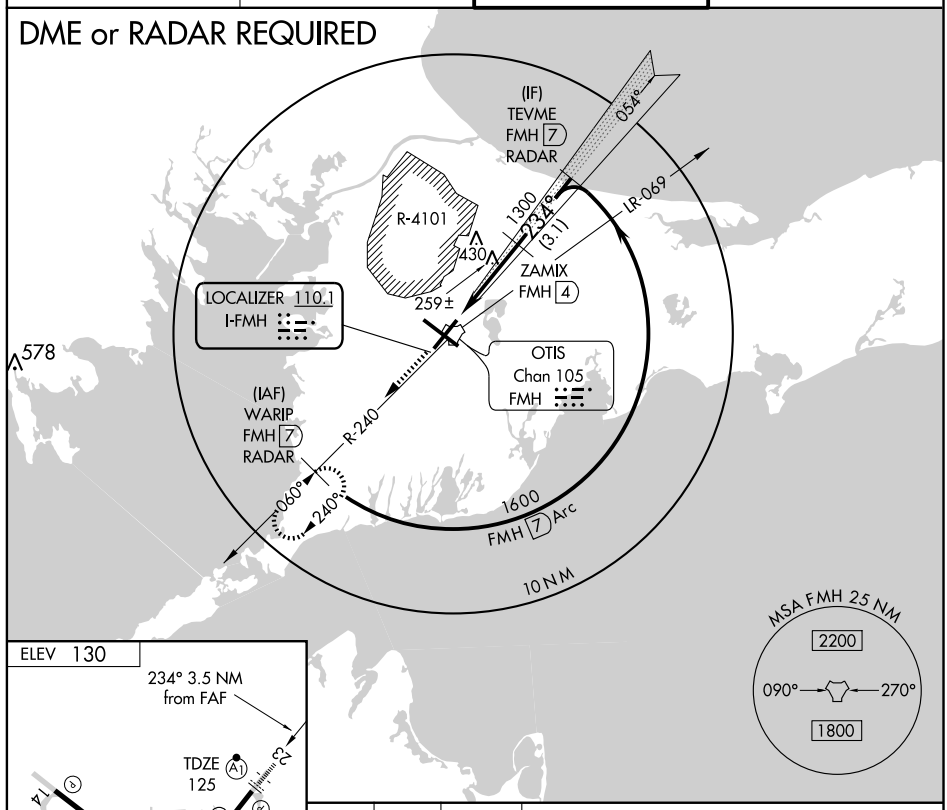
COPTER ILS or LOC/DME RWY 23

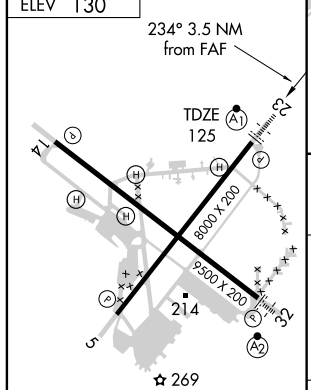
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

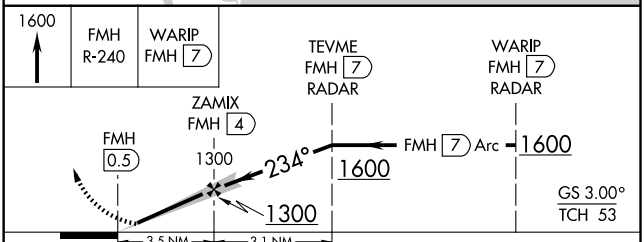
NA	TACAN required. United States Coast Guard use only. For inoperative ALSF-1, increase S-ILS-23 and S-LOC 23 visibility to RVR 2400. DME from FMH TACAN. Simultaneous reception of I-FMH and FMH DME required.	ALSF-1 MISSED APPROACH: Climb to 1600 via FMH R-240 to WARIP/FMH 7 DME/RADAR and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

DME or RADAR REQUIRED







CATEGORY	COPTER	
S-ILS 23	225/12	100 (100-¼)
S-LOC 23	520/12	395 (400-¼)

HIRL Rwy 5-23, 14-32

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC I-FMH	APP CRS	Rwy Idg	8000
110.1	234°	TDZE	125
		Apt Elev	130

ILS or LOC RWY 23

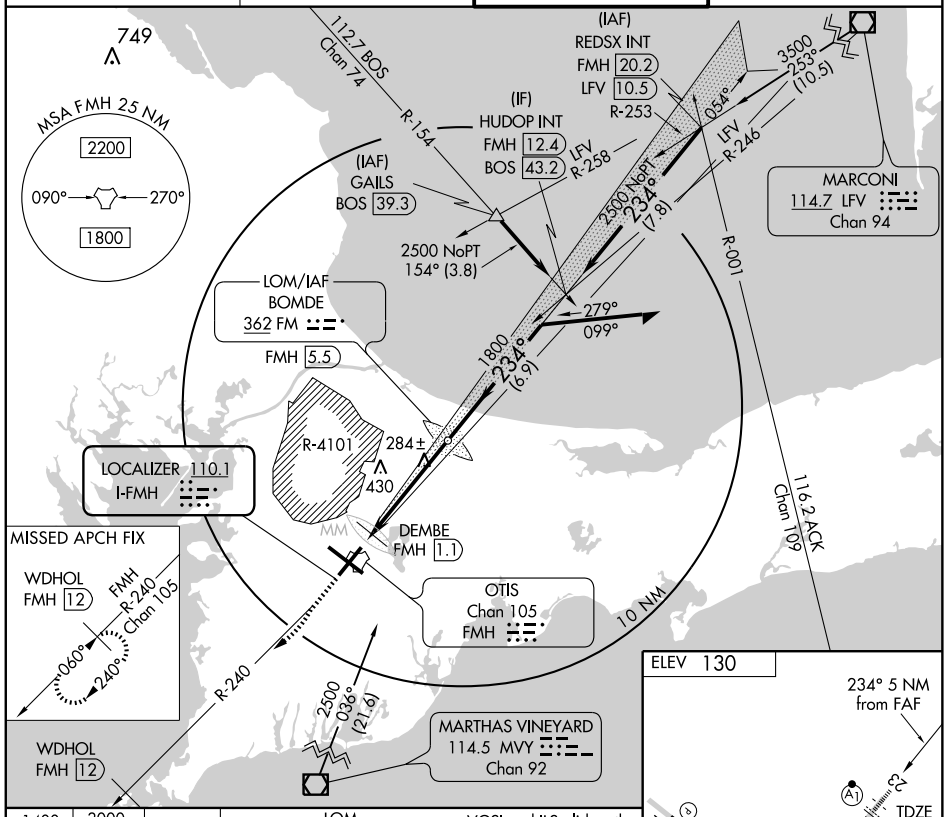
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

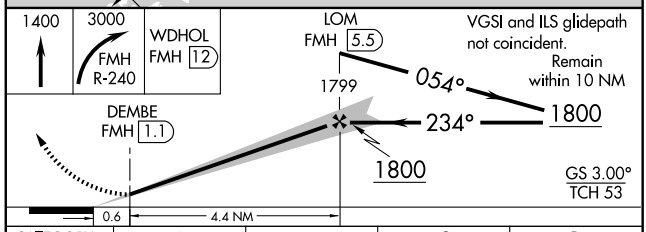
Circling NA NE of Rwy 14 and NW of Rwy 23. TACAN Required.

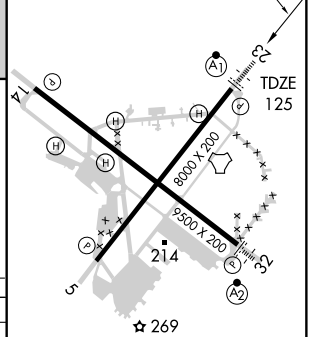
ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-ILS 23	325/24 200 (200-½)			
S-LOC 23	640/24 515 (600-½)		640/50 515 (600-1)	640/60 515 (600-1¼)
CIRCLING	640-1 510 (600-1)		640-1½ 510 (600-1½)	680-2 550 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC I-BNX	APP CRS	Rwy Idg	9500
109.9	322°	TDZE	117
		Apt Elev	130

ILS or LOC RWY 32

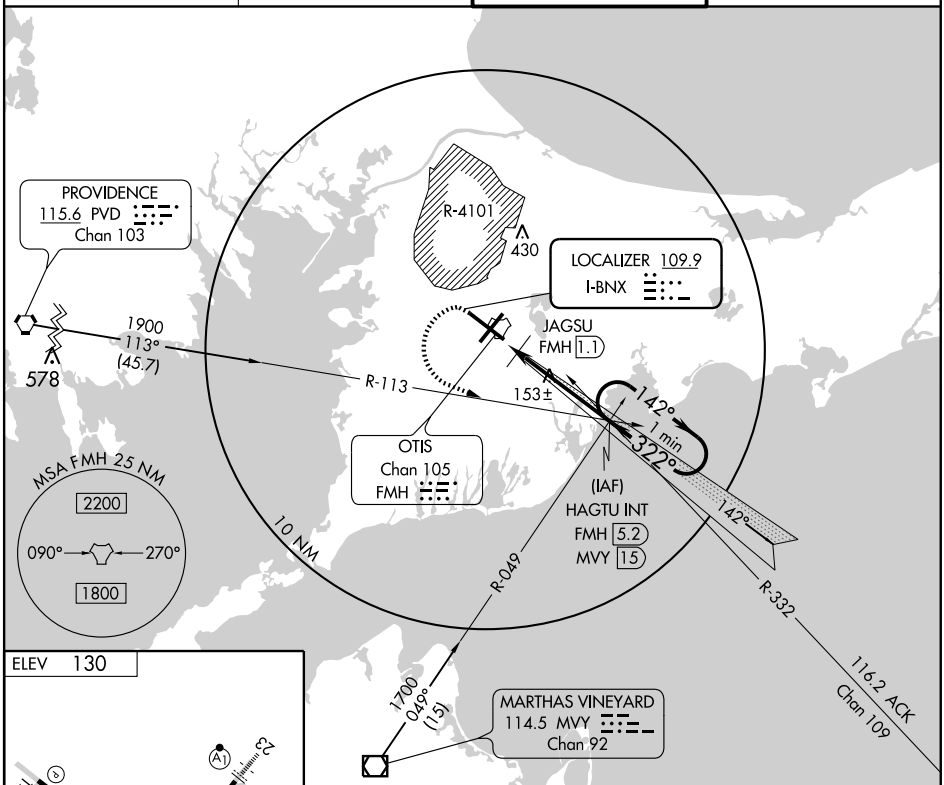
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

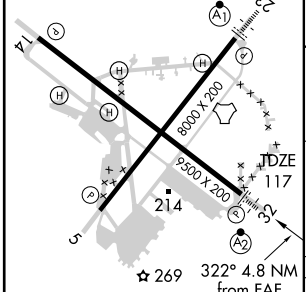
Inoperative table does not apply to S-LOC 32 Cat C. Circling NA NE of Rwy 14 and NW of Rwy 23.

SALSF

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 via heading 112° and I-BNX SE course to HAGTU INT/FMH 5.2 DME and hold.

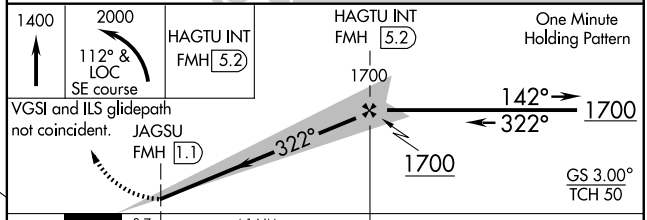
ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8





HIRL Rwy 5-23, 14-32

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 32	317- ¾ 200 (200-¾)			
S-LOC 32	540- ¾ 423 (500-¾)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

FALMOUTH, MASSACHUSETTS

AL-10362 (FAA)

NDB FM	APP CRS	Rwy Idg	8000
362	234°	TDZE	125
		Apt Elev	130

NDB RWY 23

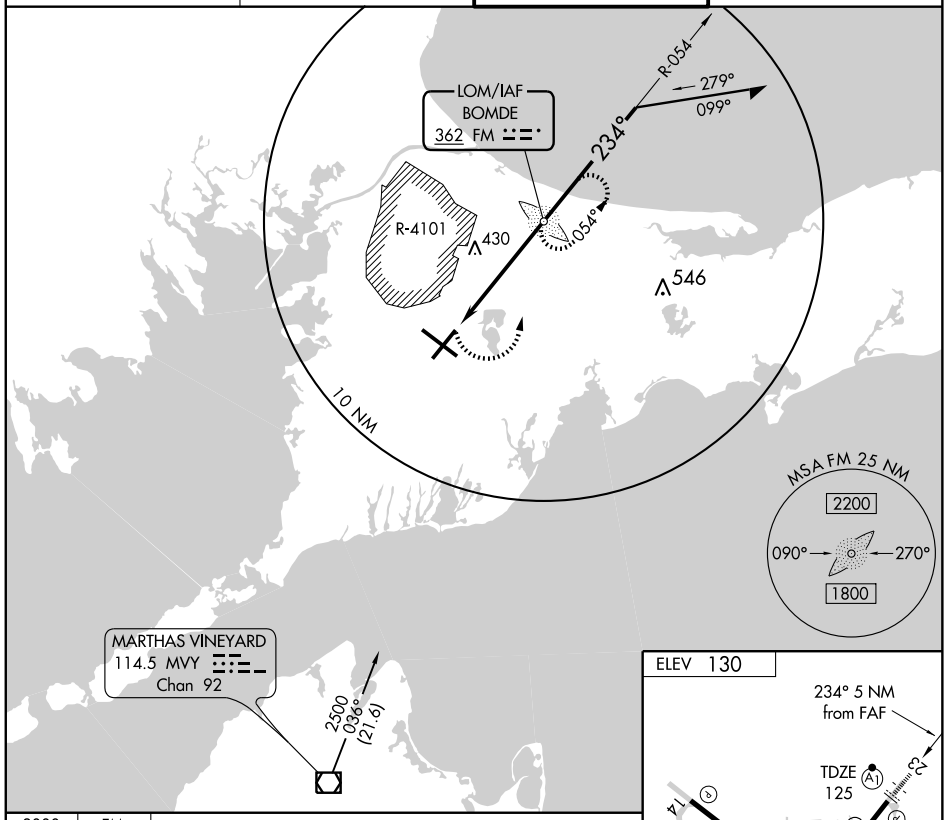
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

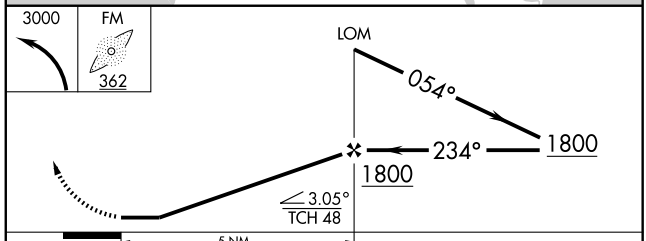
Circling NA NE of Rwy 14 and NW of Rwy 23.

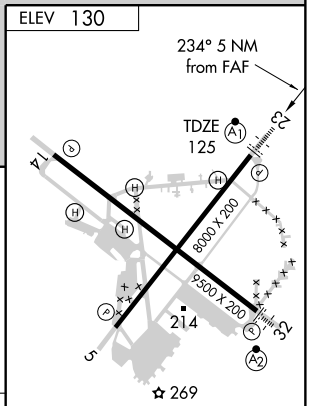
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct FM LOM and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-23	780/40	655 (700-¾)	780/60 655 (700-1¼)	780 - 1¾ 655 (700-1¾)
CIRCLING	780-1	650 (700-1)	780-1¾ 650 (700-1¾)	780-2 650 (700-2)

HIRL Rwy 5-23, 14-32

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:01	3:21	2:31	2:00	1:40

NE-1. 03 JUN 2010 to 01 JUL 2010

TACAN FMH Chan 105	APP CRS 063°	Rwy Idg 8000 TDZE 117 Apt Elev 130

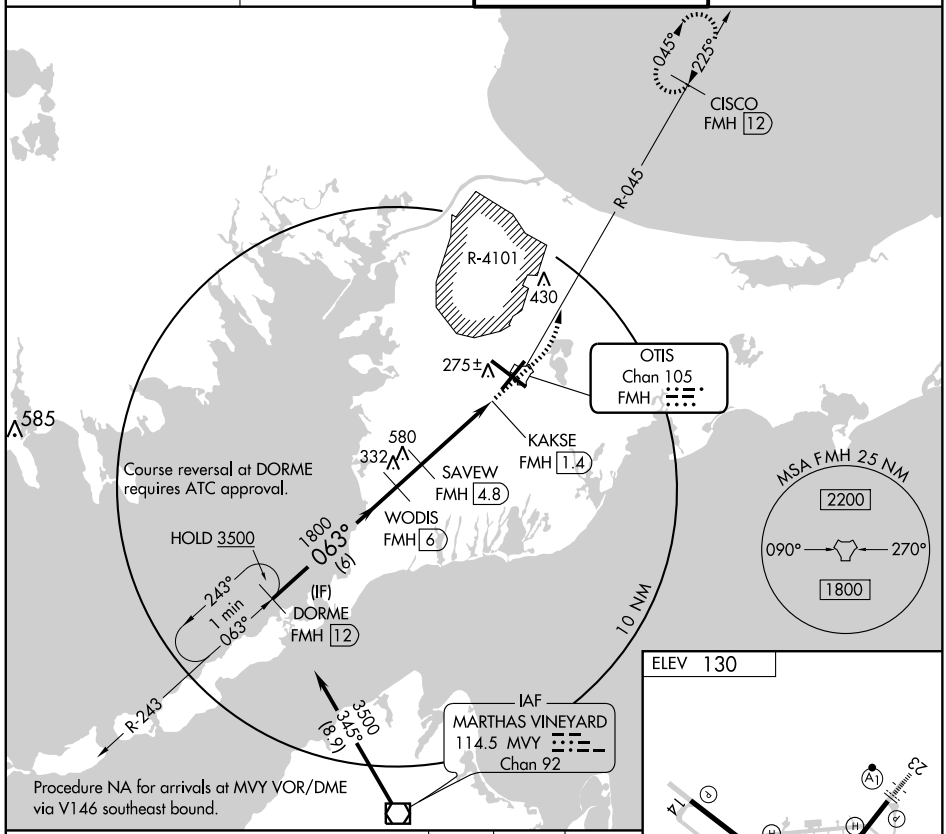
TACAN RWY 5

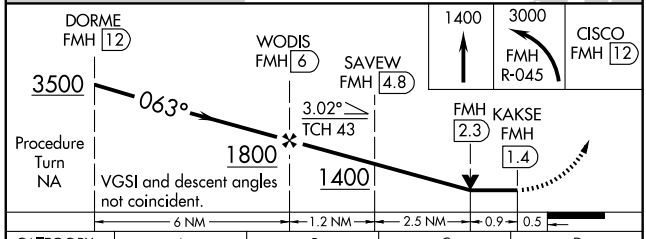
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

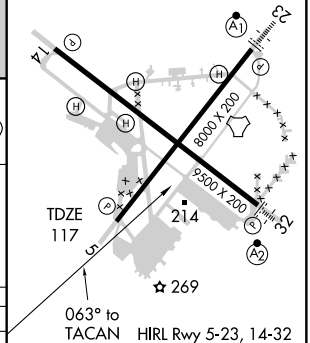
Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-5	540-1 423 (500-1)		540-1¼ 423 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 03 JUN 2010 to 01 JUL 2010

TACAN FMH Chan 105	APP CRS 134°	Rwy Idg 9500 TDZE 130 Apt Elev 130

TACAN RWY 14

FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

Circling NA NE of Rwy 14 and NW of Rwy 23.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH TACAN R-045 to CISCO/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8

Procedure NA for arrivals at LFV VOR/DME via V167 northeast bound.

MARCONI 114.7 LFV Chan 94

3500 250° (19)

IAF PROVIDENCE 115.6 PVD Chan 103

872

3500 100° (30.7)

Procedure NA for arrivals on PVD VORTAC airway radials 093 CW 132.

3500 FMH 12 Arc

045° 225°

(IAF) CISCO FMH 12

FMH R-314

(IF) TAVOE FMH 12

1700 134° (6)

R-4101 460

R-045 FMH

430

322

LIGTE FMH 6

RECKU FMH 3.7

273

HOKAM FMH 2

OTIS Chan 105 FMH

MSA FMH 25 NM

2200

090° 270°

1800

10 NM

ELEV 130

134° to TACAN

TDZE 130

8000 X 200

9500 X 200

214

269

HIRL Rwy 5-23, 14-32

TAVOE FMH 12

3500

134°

1700

Procedure Turn NA

LIGTE FMH 6

RECKU FMH 3.7

2.98° TCH 45

FMH 2.6

HOKAM FMH 2

960

VGSI and descent angles not coincident.

1400 3000 FMH R-045 CISCO FMH 12

6 NM 2.3 NM 1.1 0.6 0.8

CATEGORY	A	B	C	D
S-14	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	580-1 450 (500-1)		580-1½ 450 (500-1½)	680-2 550 (600-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1. 03 JUN 2010 to 01 JUL 2010

TACAN FMH Chan 105	APP CRS 222°	Rwy Idg 8000 TDZE 125 Apt Elev 130

TACAN RWY 23

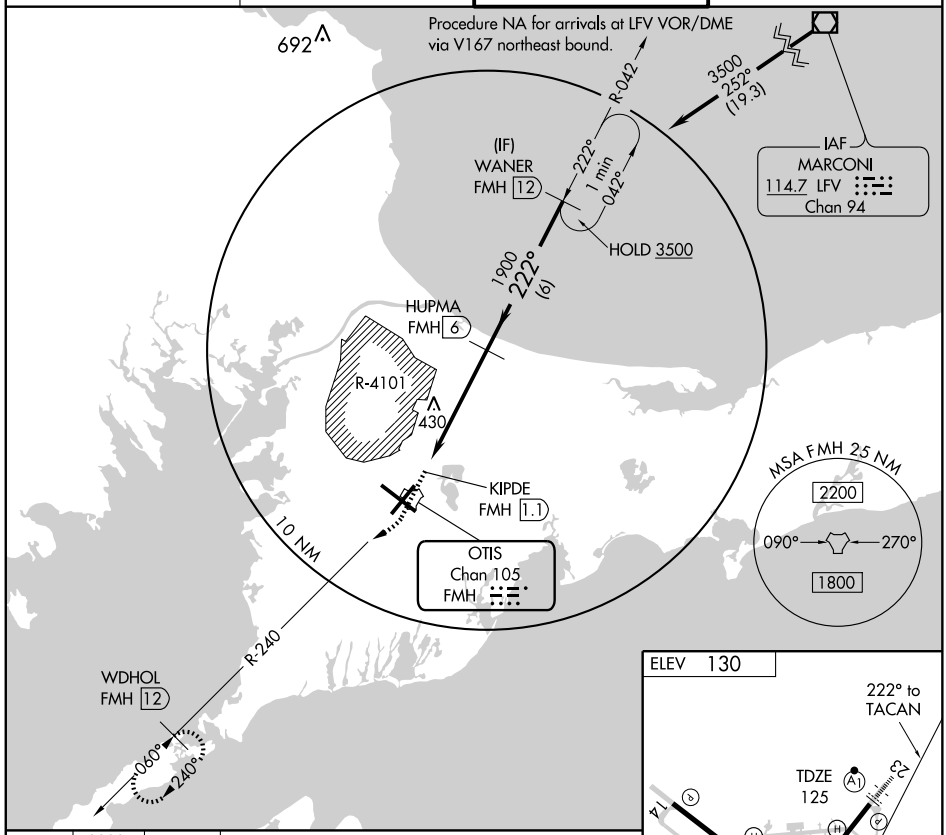
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

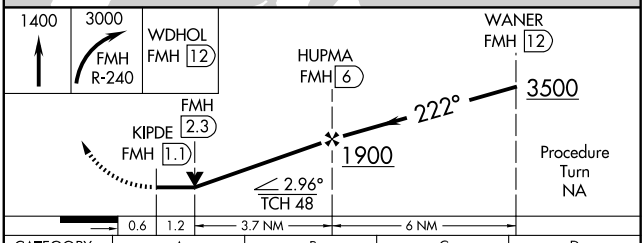
Circling NA NE of Rwy 14 and NW of Rwy 23.

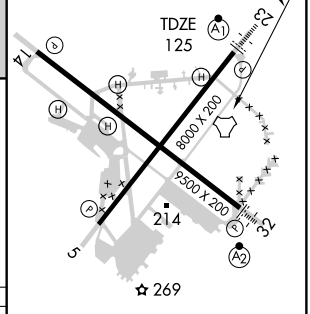
ALSF-1

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via FMH TACAN R-240 to WDHOL/FHM 12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







CATEGORY	A	B	C	D
S-23	740/24 615 (700-½)		740/60 615 (700-1¼)	740-1½ 615 (700-1½)
CIRCLING	740-1 610 (700-1)		740-1¾ 610 (700-1¾)	740-2 610 (700-2)

HIRL Rwy 5-23, 14-32

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1. 03 JUN 2010 to 01 JUL 2010

TACAN FMH Chan 105	APP CRS 336°	Rwy Idg 9500 TDZE 117 Apt Elev 130

TACAN RWY 32

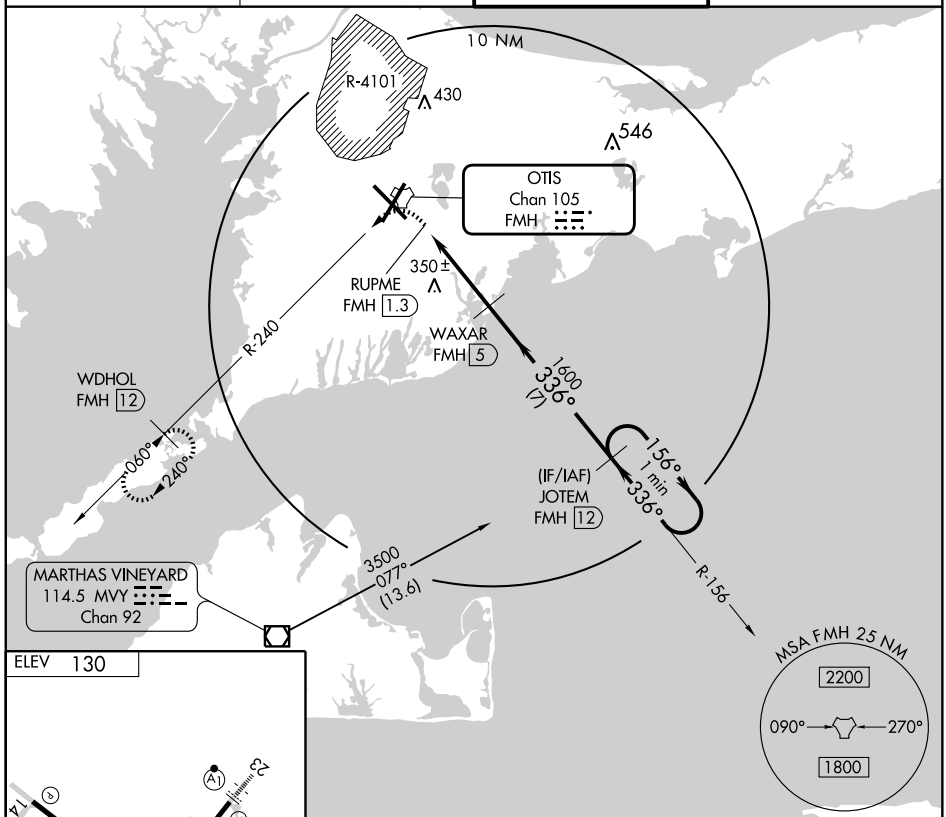
FALMOUTH/ CAPE COD COAST GUARD AIR STATION (FMH)

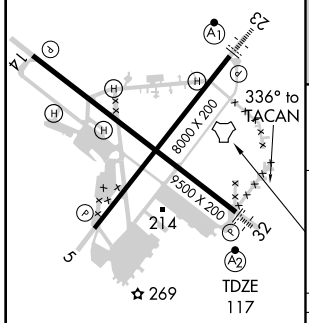
Inoperative table does not apply to Cat C.
Circling NA NE of Rwy 14 and NW of Rwy 23.

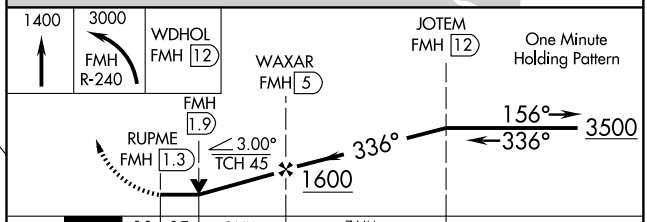
SALSF

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via FMH R-240 to WDHOL/12 DME and hold.

ATIS ★	CAPE APP CON	COAST GUARD TOWER	GND CON
120.475 236.825	118.2 284.6	121.0 291.1	124.15 275.8







FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-32	620- ¾ 503 (500-¾)		620-1½	503 (500-1½)
CIRCLING	620-1 490 (500-1)		620-1½ 490 (500-1½)	680-2 550 (600-2)

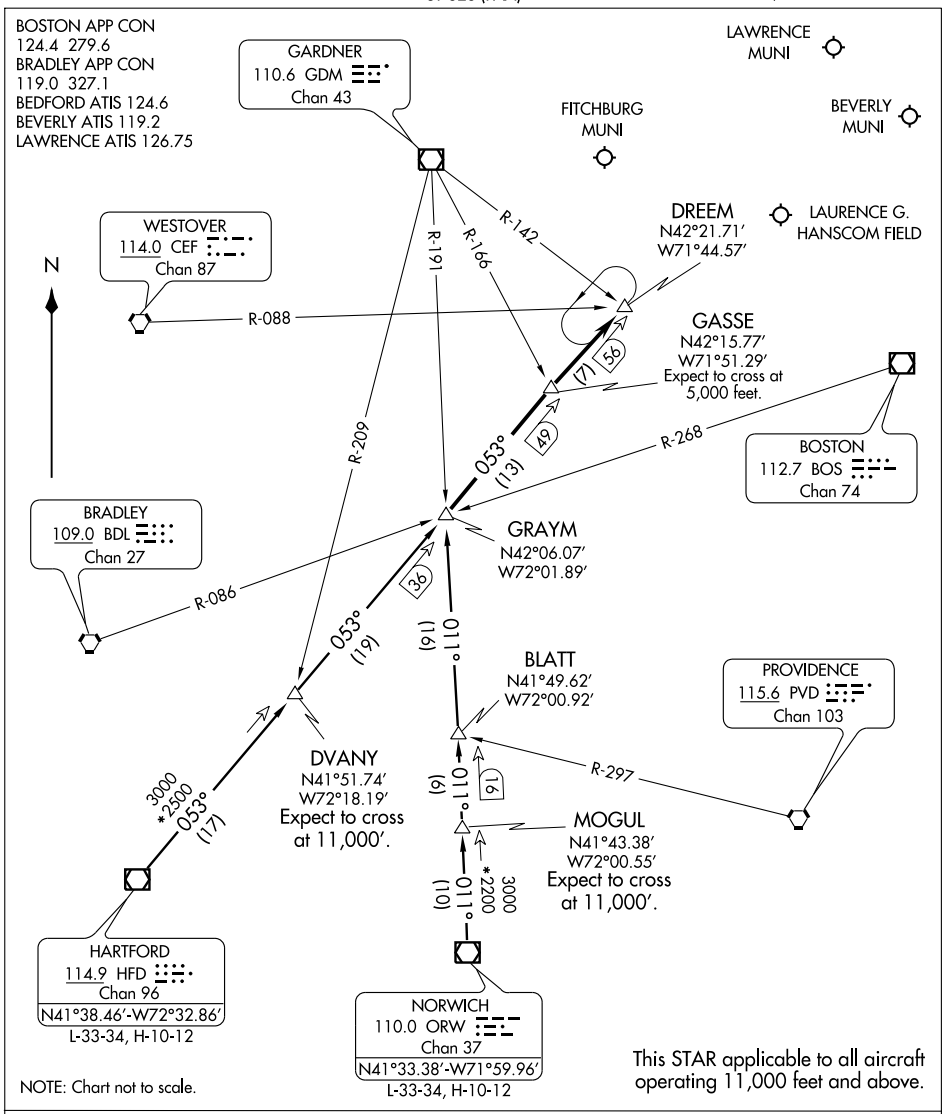
NE-1. 03 JUN 2010 to 01 JUL 2010

(GRAYM.GRAYM2) 09183

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

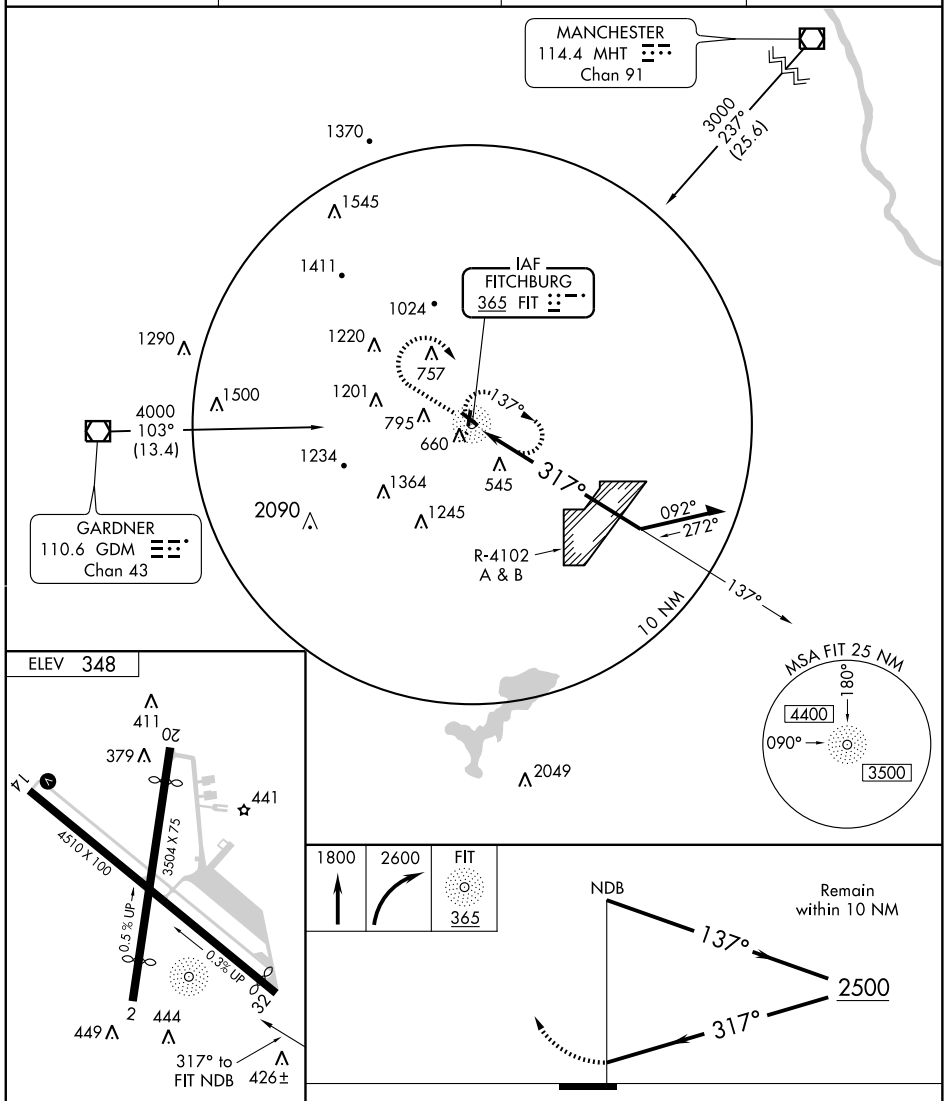
NE-1, 03 JUN 2010 to 01 JUL 2010

NDB FIT	APP CRS	Rwy Idg	N/A
365	317°	TDZE	N/A
		Apt Elev	348

NDB-A
FITCHBURG MUNI (FIT)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2600 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	123.0 L
135.175	124.4 279.6	122.7 (CTAF)	



CATEGORY	A	B	C	D
CIRCLING	1180-1 832 (900-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

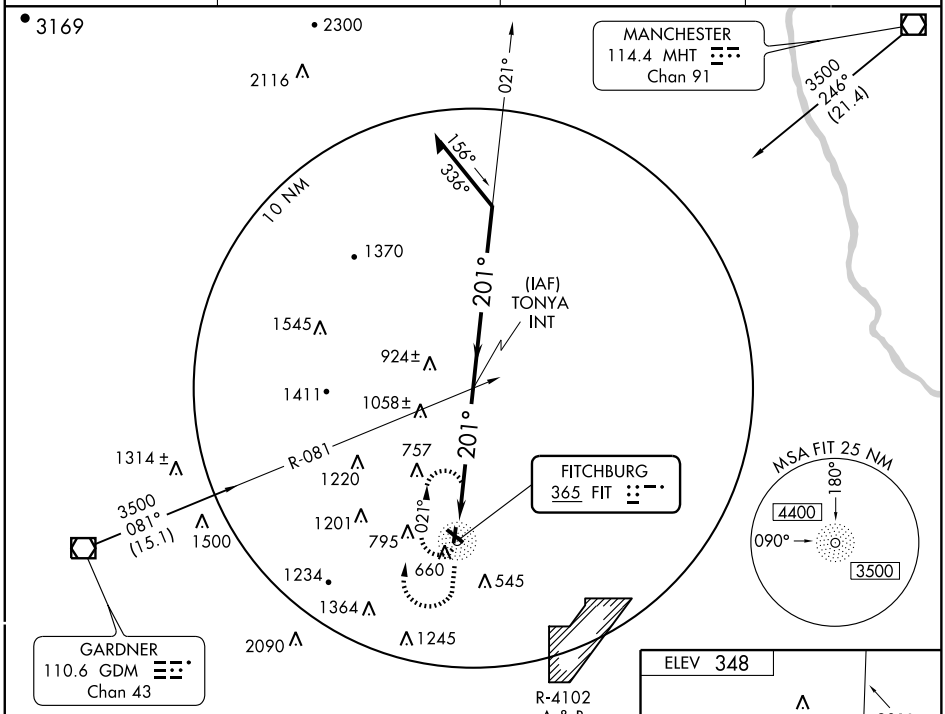
NDB FIT	APP CRS		
365	201°	Rwy Idg	3043
		TDZE	342
		Apt Elev	348

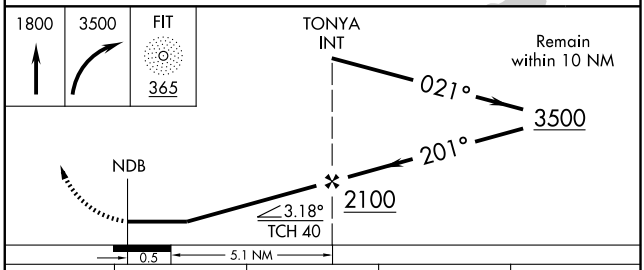
NDB RWY 20
FITCHBURG MUNI (FIT)

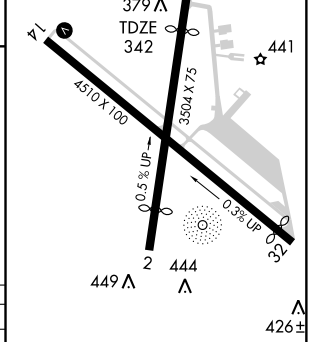
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 direct FIT NDB and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
S-20	1280-1¼ 938 (1000-1¼)		1280-2¾ 938 (1000-2¾)	NA
CIRCLING	1280-1¼ 932 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

FITCHBURG, MASSACHUSETTS

APP CRS	Rwy Idg	4510
158°	TDZE	340
	Apt Elev	348

AL-747 (FAA)

RNAV (GPS) RWY 14

FITCHBURG MUNI (FIT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L

LURCH

Procedure NA for arrival at LURCH on V490 eastbound, V39 northeastbound.

4400 238° (5.9) 2300

3169

(IF/IAF) FIBAB

Procedure NA for arrival on EEN VORTAC airway radials 065 CW 159.

(IAF) KEENE EEN

4400 NoPT 109° (13.4)

5 NM 158° 338°

4400 NoPT 248° (5)

2116 (IAF) JIMUG

5 NM 203° 023° DALIA

4400 NoPT 068° (5)

3600 158° (5)

(IAF) CONVU

EIRRO 5 NM to KENAT

1370

2800 158° (5) 1545

(FAF) KENAT

1508±

1314±

1024

LELIC 3.2 NM to OLLIV

1220

1234

757

(MAP) OLLIV

1201

795

660

545

1234

1364

2090

1245

MSA OLLIV 25 NM

4400

4400 010° (11)

GARDNER GDM

1290

1500

Procedure NA for arrival on GDM VOR/DME airway radials 339 CW 042.

R-4102 A & B

ELEV 348

411 20 379 14 441 TDZE 340 4510 X 100 3504 X 75 0.5% UP 0.3% UP 26 2 444 449 426±

REIL Rwy 32 L

MIRL Rwy 14-32 L

5 NM Holding Pattern FIBAB EIRRO 5 NM to KENAT KENAT LELIC 3.2 NM to OLLIV OLLIV

4400 338° 158° 158° 3600 2800 3.50° TCH 40 1660

3500 DALIA

VGSI and descent angles not coincident.

5 NM 5 NM 3 NM 3.2 0.3

CATEGORY	A	B	C	D
LNAV MDA	1320-1¼ 980 (1000-1¼)	1320-1½ 980 (1000-1½)	1320-3 980 (1000-3)	NA
CIRCLING	1320-1¼ 972 (1000-1¼)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

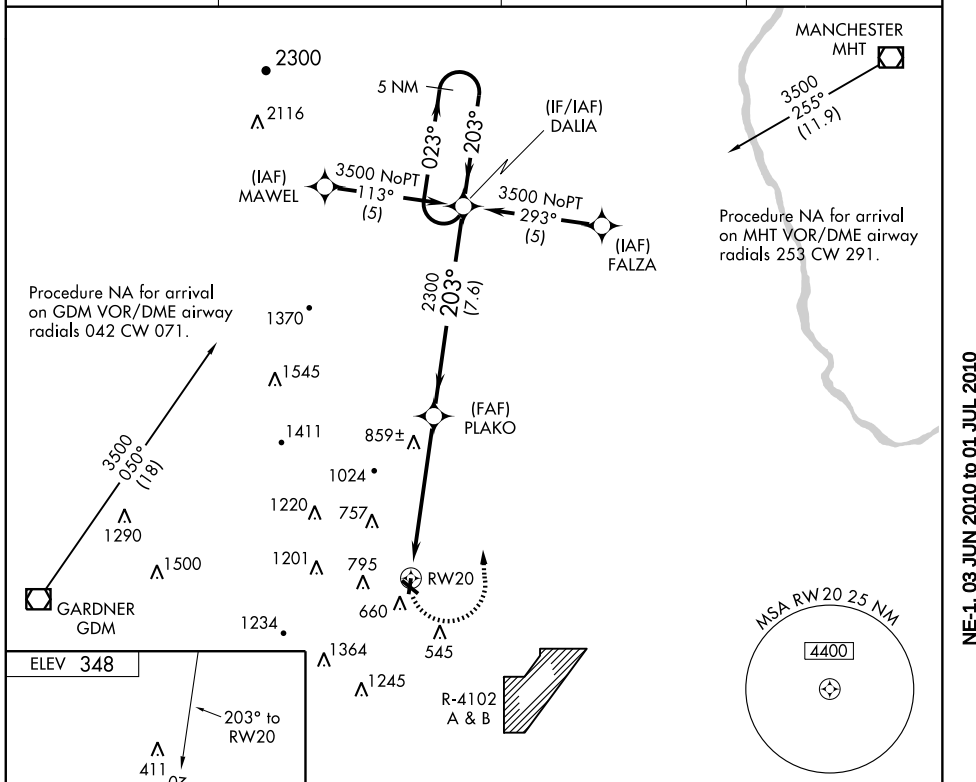
APP CRS	Rwy Idg	3043
203°	TDZE	342
	Apt Elev	348

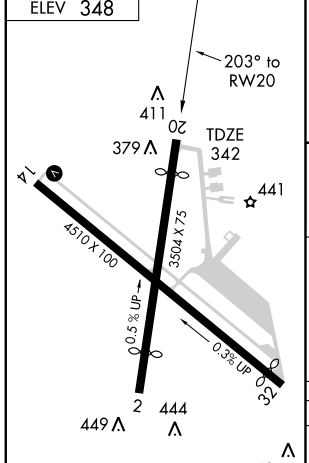
RNAV (GPS) RWY 20
FITCHBURG MUNI (FIT)

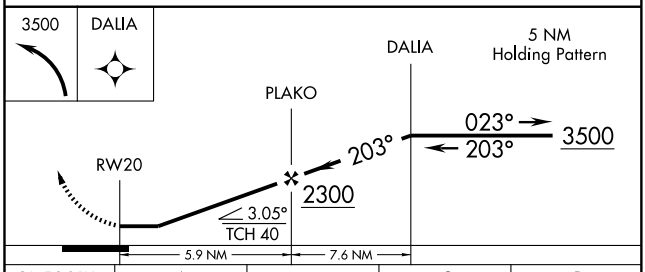
Straight-in minimums NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	
135.175	124.4 279.6	122.7 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1120-1 778 (800-1)	1120-1¼ 778 (800-1¼)	1120-2¼ 778 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4269
324°	TDZE	335
	Apt Elev	348

RNAV (GPS) RWY 32

FITCHBURG MUNI (FIT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct TAYUN and via 038° track to DALIA and hold.

ASOS	BOSTON APP CON	UNICOM	123.0 L
135.175	124.4 279.6	122.7 (CTAF)	

MISSED APCH FIX

5 NM 023° 203° DALIA

038° (12.3)

1024

1220 TAYUN 757

1201 795 660 545 1234 1364 1245 2090

RW32 697±

R-4102 A & B

(FAF) CLETR

2000 324° (6.3)

Procedure NA for arrival on MHT VOR/DME airway radial 253.

MANCHESTER MHT

3000 208° (22.8)

(IAF) TOPTO

3000 NoPT 234° (5)

144° 324° 5 NM

MSA RW32 25 NM 4400

3000 NoPT 054° (5)

(IF/IAF) DESLO

(IAF) OWLET

2049

Procedure NA for arrivals at GLYDE via V270-292 W Bnd.

3100 069° (10.3)

GLYDE

ELEV 348

411 379 20 441 14 32 4510 X 100 3504 X 75 0.5% UP 0.3% UP TDZE 335 2 444 449 324° to RW32 426±

REIL Rwy 32 L

MIRL Rwy 14-32 L

3500	TAYUN	TRK 038°	DALIA

DESLO 5 NM Holding Pattern

CLETR 144° 324° 3000

RW32 324° 2000 3.04° TCH 40

5.1 NM 6.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1120-1 785 (800-1)	1120-1¼ 785 (800-1¼)	1120-2¼ 785 (800-2¼)	NA
CIRCLING	1120-1 772 (800-1)	1320-1½ 972 (1000-1½)	1340-3 992 (1000-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	097°	TDZE	N/A
Chan 43		Apt Elev	955

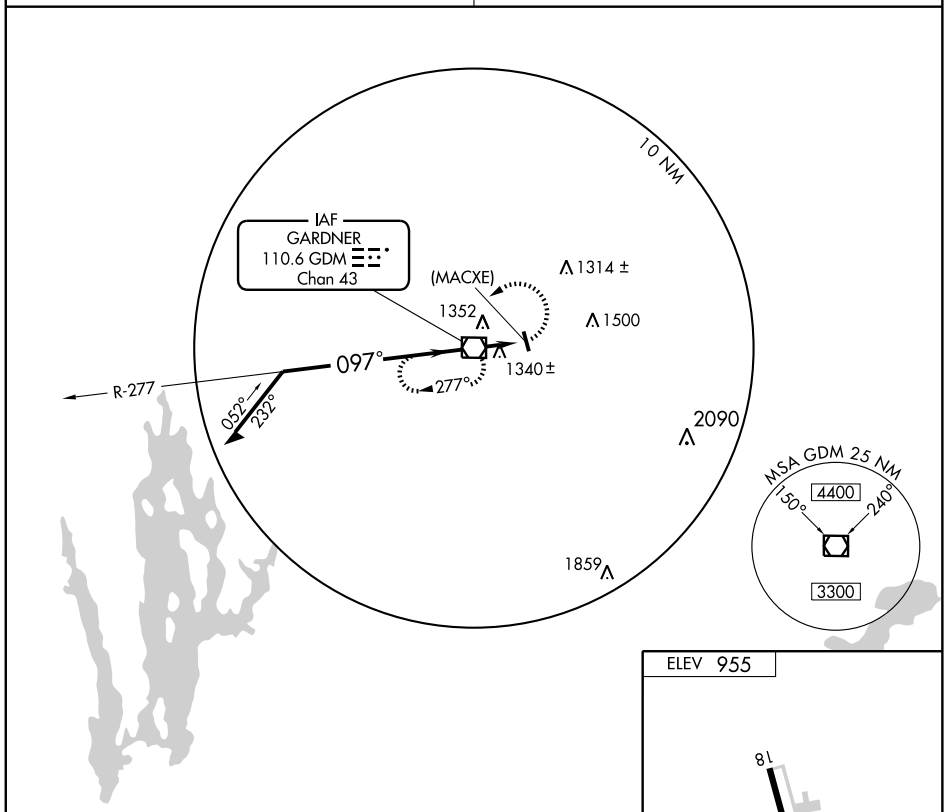
VOR or GPS-A

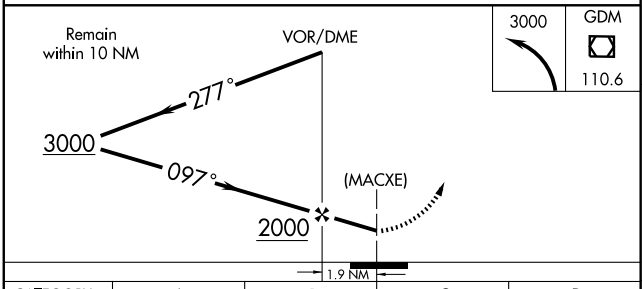
GARDNER MUNI (GDM)

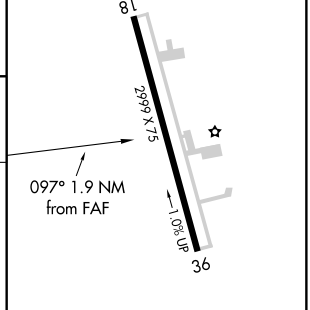
Use Worcester altimeter setting; when not recieved procedure not authorized.

MISSED APPROACH: Climbing left turn to 3000 direct GDM VOR/DME and hold.

BOSTON CENTER	UNICOM
123.75 338.2	122.8 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	1720-1 765 (800-1)	1720-1¼ 765 (800-1¼)	1740-2¼ 785 (800-2¼)	1740-2½ 785 (800-2½)

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1. 03 JUN 2010 to 01 JUL 2010

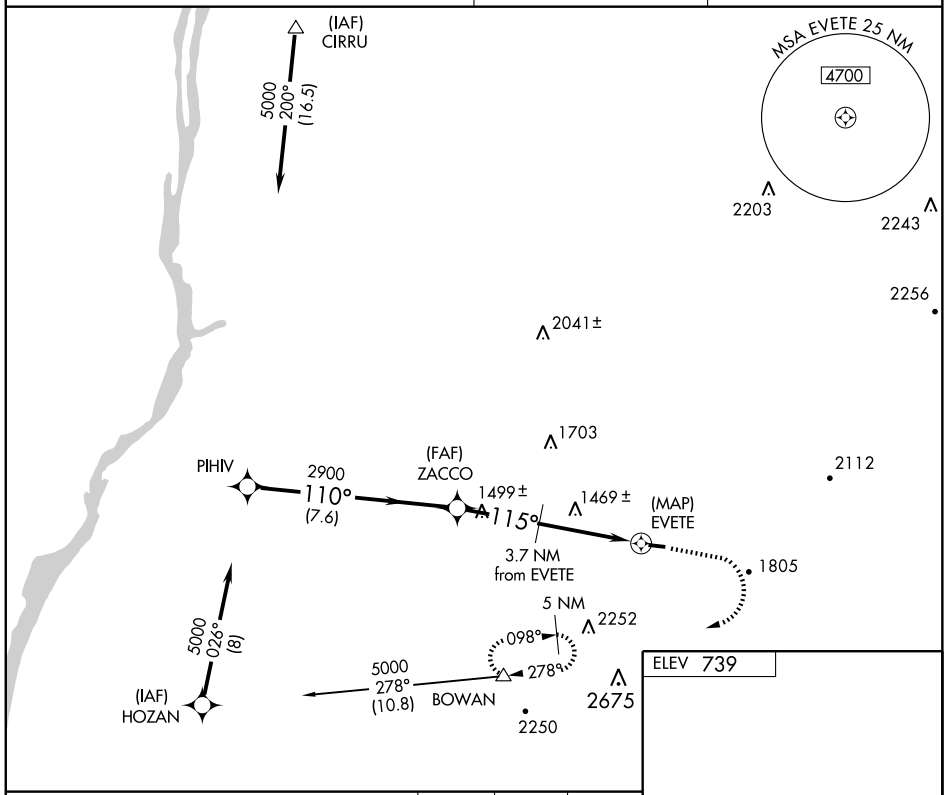
APP CRS	Rwy Idg	2409
115°	TDZE	739
	Apt Elev	739

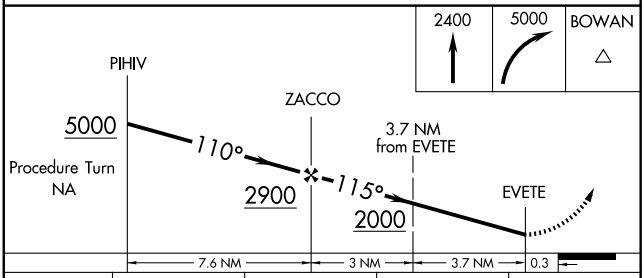
GPS RWY 11

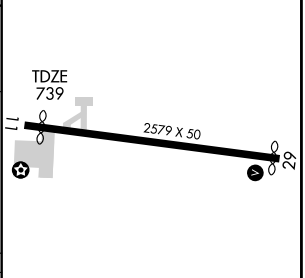
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

When local altimeter setting not recieved, procedure not authorized.	MISSED APPROACH: Climb to 2400, then climbing right turn to 5000 direct BOWAN WP and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L







CATEGORY	A	B	C	D
S-11	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	
CIRCLING	1720-1¼ 981 (1000-1¼)	1720-1½ 981 (1000-1½)	NA	

REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1. 03 JUN 2010 to 01 JUL 2010

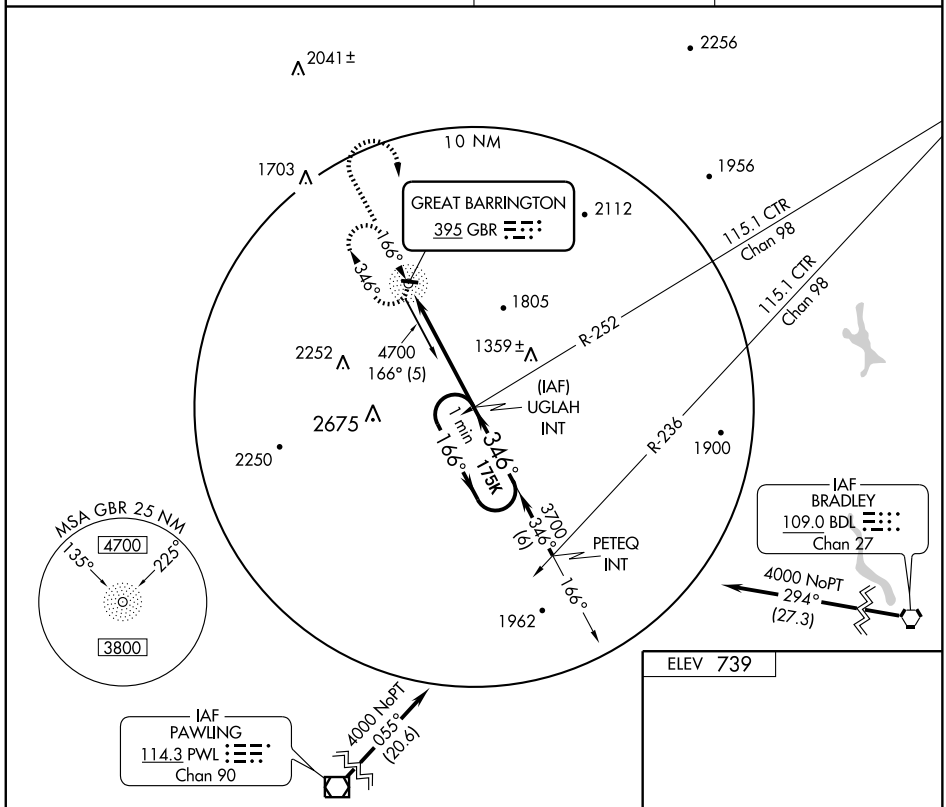
NDB GBR 395	APP CRS 346°	Rwy Idg N/A TDZE N/A Apt Elev 739

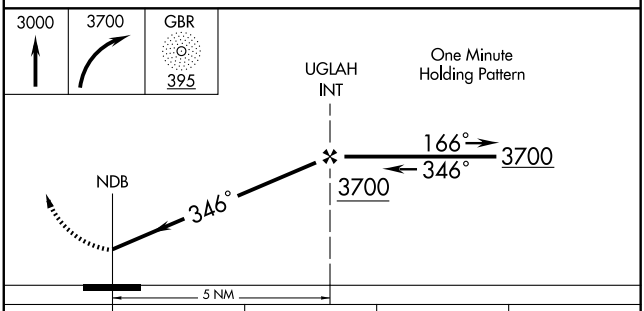
NDB or GPS-A

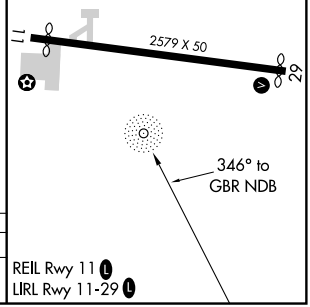
GREAT BARRINGTON/ WALTER J. KOLADZA (GBR)

When local altimeter setting not recieved, procedure not authorized.	MISSED APPROACH: Climb to 3000, then climbing right turn to 3700 direct GBR NDB and hold.

ALBANY APP CON	UNICOM	
132.825 307.2	122.8 (CTAF)	121.6 L







CATEGORY	A	B	C	D
CIRLCING	1740-1¼ 1001 (1100-1¼)	1740-1½ 1001 (1100-1½)	NA	

REIL Rwy 11 L
LIRL Rwy 11-29 L

NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
074°	TDZE	N/A
	Apt Elev	269

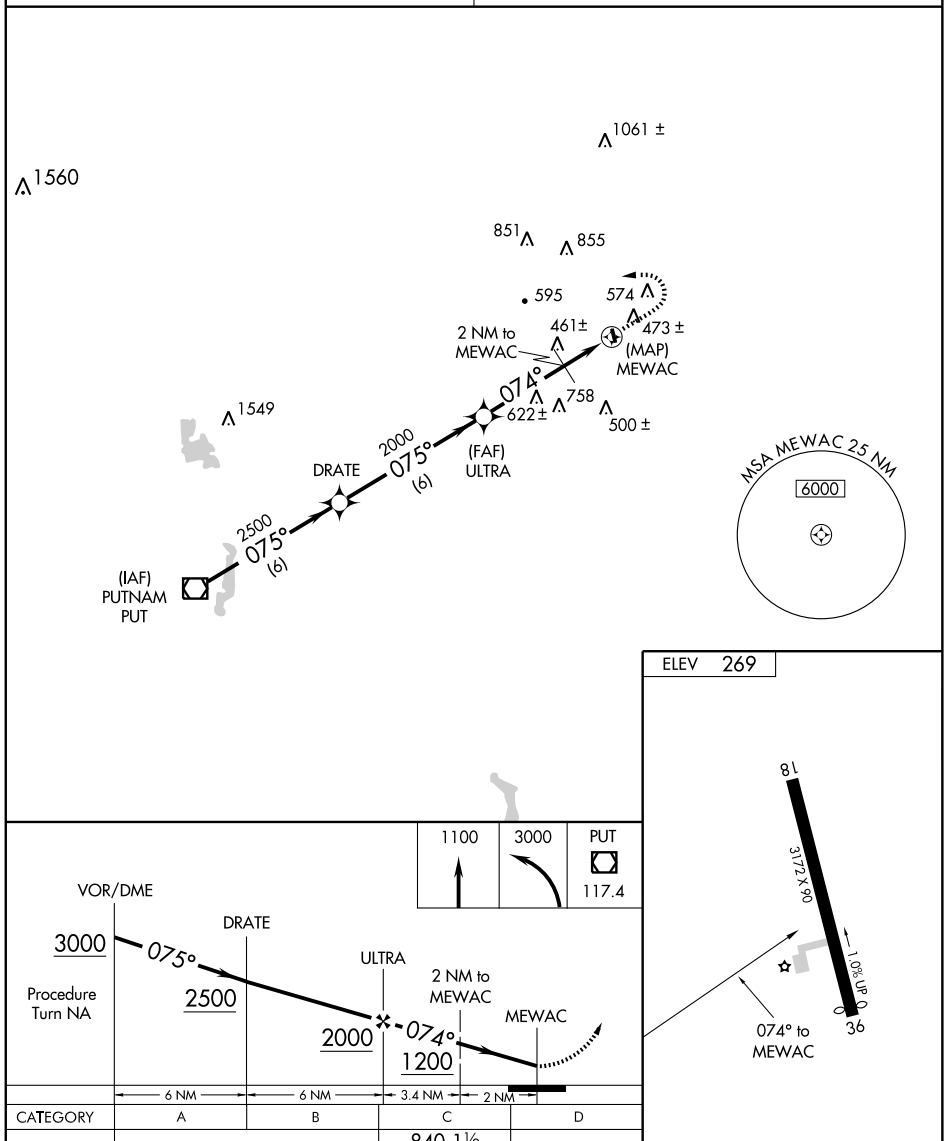
GPS-A

HOPEDALE INDUSTRIAL PARK (1B6)

Use North Central, Pawtucket, RI altimeter setting. Procedure NA at night except by prior arrangement for runway lights. Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct PUT VOR/DME.

BRADLEY APP CON	UNICOM
119.0	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	840-1 571 (600-1)		840-1½ 571 (600-1½)	NA

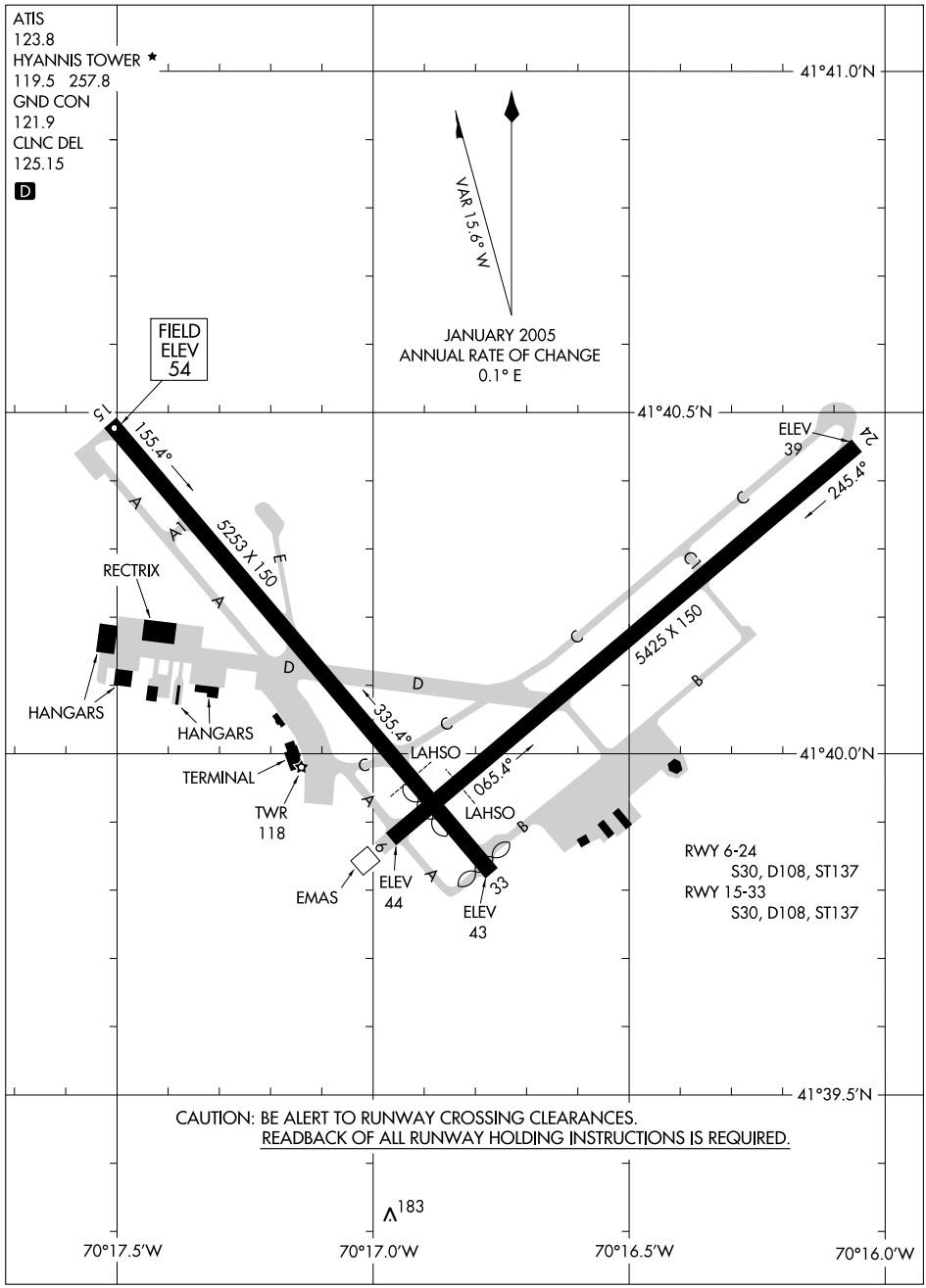
LIRL Rwy 18-36

AIRPORT DIAGRAM

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

AL-675 (FAA)

HYANNIS, MASSACHUSETTS



NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BCU	APP CRS	Rwy Idg 5253
108.95	156°	TDZE 54
Chan 26 (Y)		Apt Elev 54

ILS or LOC RWY 15

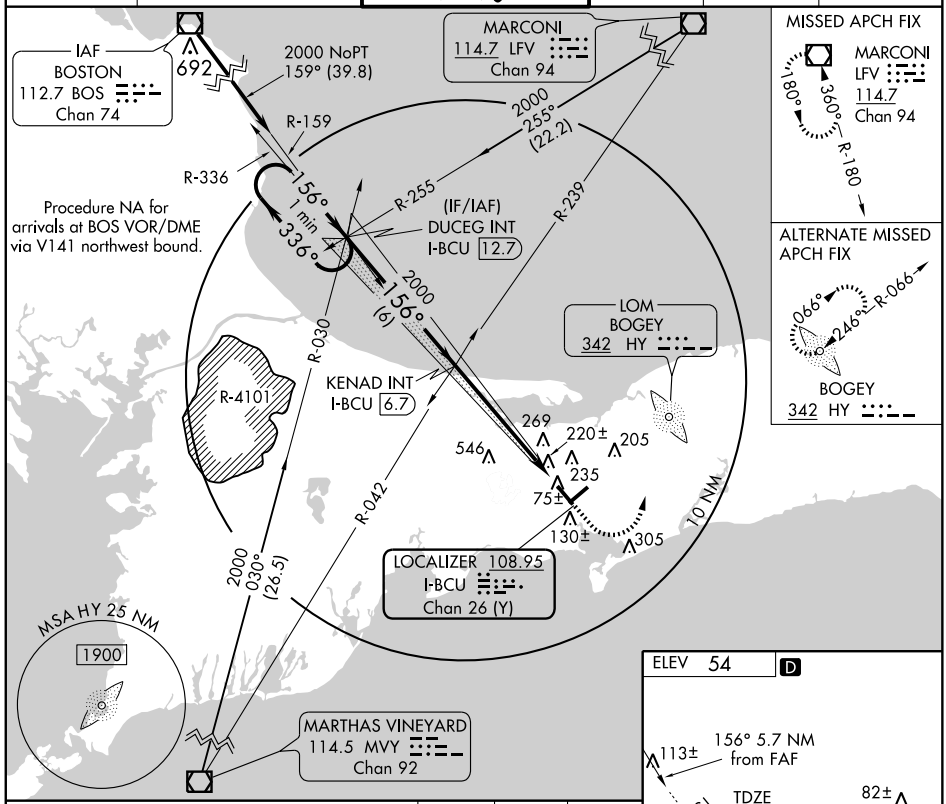
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

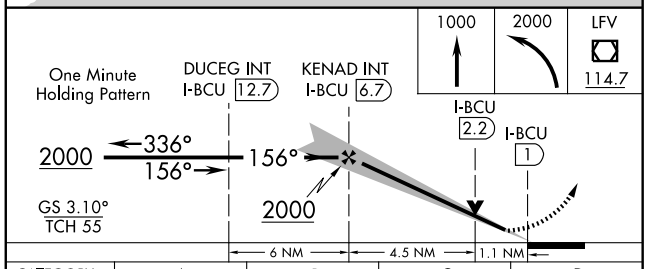
* RVR 1800 authorized with the use of FD or AP or HUD to DA. VDP NA when using Chatham altimeter setting. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet , increase S-LOC 15 Cat D visibility to RVR 5000.

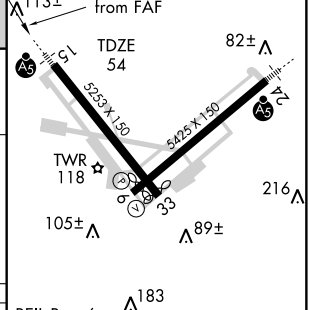
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
S-ILS 15		*254/24 200 (200-½)		
S-LOC 15	480/24 426 (500-½)		480/40 426 (500-¾)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-HYA	APP CRS	Rwy Idg 5425
109.15	246°	TDZE 43
Chan 28 (Y)		Apt Elev 54

ILS or LOC RWY 24

HYANNIS/ BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

T Visibility reduction by helicopters NA. When local altimeter setting not A received, use Chatham altimeter setting and increase all DA/MDA 40 feet. Inoperative table does not apply to S-ILS all Cats, S-LOC Cats A and B. For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 via heading 045° and ACK VOR/DME R-358 to BOGEY LOM/ INT/I-HYA 4.8 DME and hold.

ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95

MARCONI
114.7 LFV
Chan 94

GAILS

Procedure NA for arrivals at GAILS via V141 northbound.

1700 152° (12.8)

1700 218° (19.5)

MSA HY 25 NM
1900

066°
R-066
246°
1 min

LOM/IAF
BOGEY
342 HY
I-HYA 4.8

546 269 205 235 75±

LOCALIZER 109.15
I-HYA
Chan 28 (Y)

130± 305

R-358

10 NM

116.2 ACK
Chan 109

ALTERNATE MISSED APCH FIX
066°
246°
R-066
BOGEY
342 HY

ELEV 54 D

246° 3.8 NM from FAF

113± 82±

TDZE 43

15 5253 X 150 5425 X 150 24

TWR 118

216 105± 89±

33

REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

183

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

700	1700 045°	ACK R-358 116.2	BOGEY 342

BOGEY LOM/INT
I-HYA 4.8

One Minute Holding Pattern

1325

066°
246°
1700

I-HYA 1

246°

1400

GS 3.00°
TCH 50

3.8 NM

CATEGORY	A	B	C	D
S-ILS 24		293/50	250 (300-1)	
S-LOC 24		460/50	417 (500-1)	
CIRCLING	560-1 506 (600-1)		580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 45799 W06A	APP CRS 066°	Rwy Idg 5019 TDZE 45 Apt Elev 54

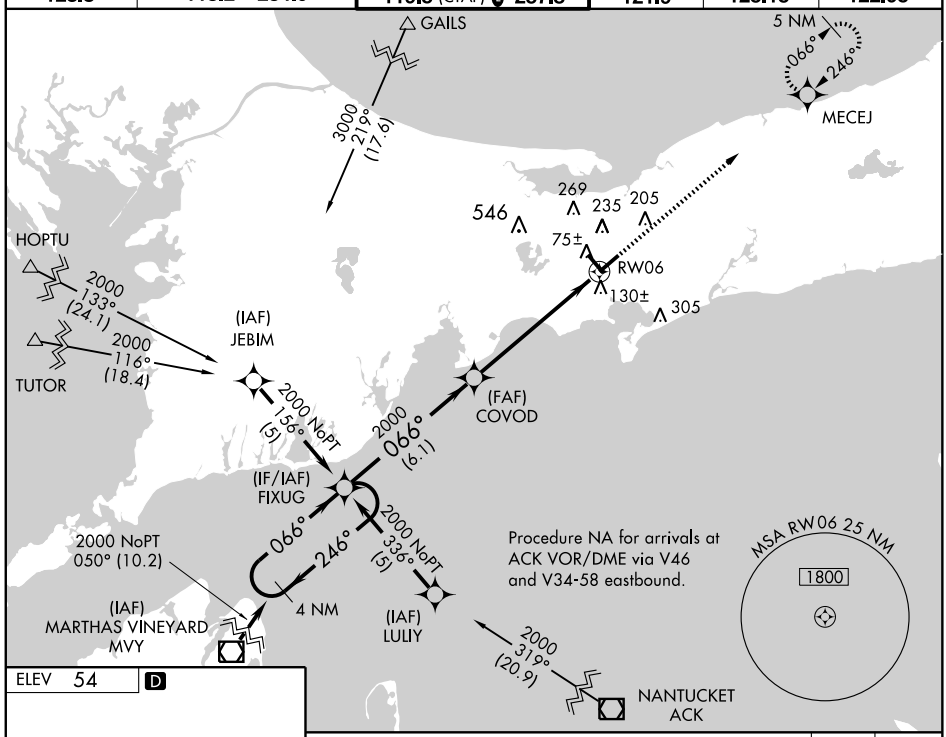
RNAV (GPS) RWY 6

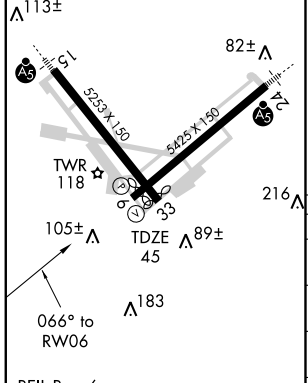
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

T A W DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). BARO-VNAV NA when using Chatham altimeter setting. If local altimeter setting not received, use Chatham altimeter setting and increase all DAs/MDAs 40 feet.

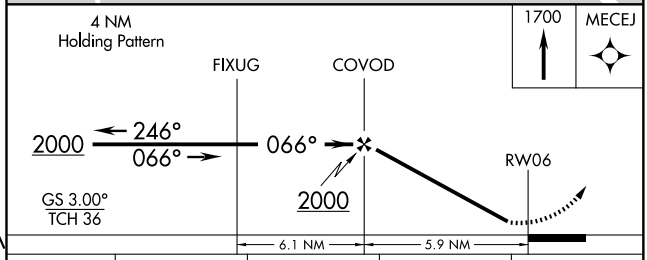
MISSED APPROACH: Climb to 1700 direct MECEJ and hold.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95





REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LPV DA	316-1	271 (300-1)		
LNAV/VNAV DA	443-1½	398 (400-1½)		
LNAV MDA	480-1	435 (500-1)	480-1¼ 435 (500-1¼)	480-1½ 435 (500-1½)
CIRCLING	560-1½	506 (600-1½)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5253
CH 61112	156°	TDZE	54
W15A		Apt Elev	54

RNAV (GPS) RWY 15

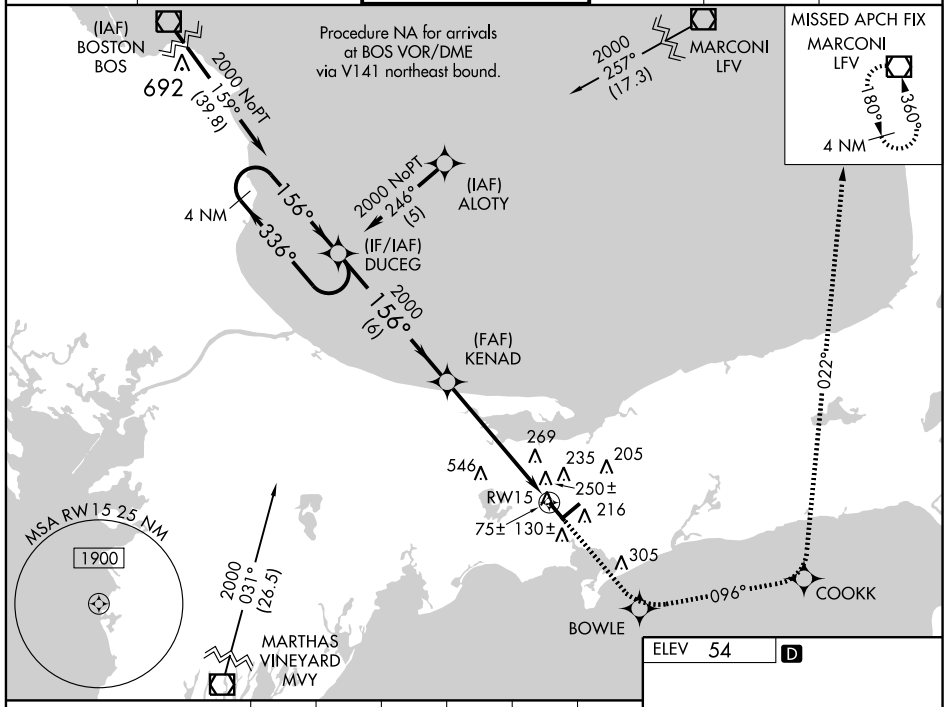
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP -0.3. When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV and VDP NA when using Chatham altimeter setting.

MALSR

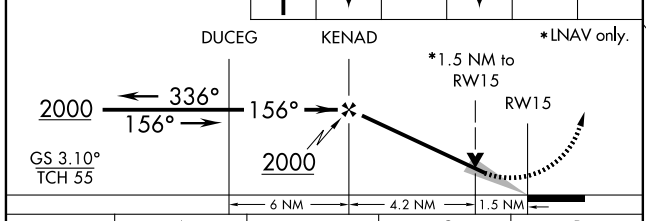
MISSED APPROACH: Climb to 2000 direct BOWLE and via 096° track to COOKK and via 022° track to LFV VOR/DME and hold.

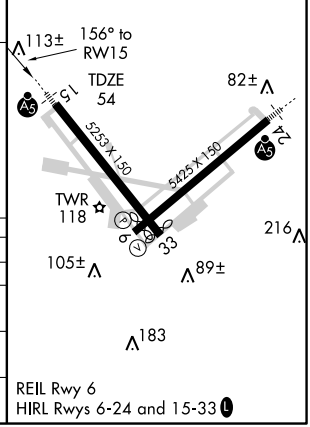
ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95



4 NM Holding Pattern

2000	BOWLE	096° track	COOKK	022° track	LFV





CATEGORY	A	B	C	D
LPV DA	254/24 200 (200-½)			
LNAV/VNAV DA	569/60 515 (600-1¼)			
LNAV MDA	600/24 546 (600-½)		600/50 546 (600-1)	600/60 546 (600-1¼)
CIRCLING	600-1 546 (600-1)		600-1½ 546 (600-1½)	620-2 566 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5425
CH 77812	246°	TDZE	43
W24A		Apt Elev	54

RNAV (GPS) RWY 24

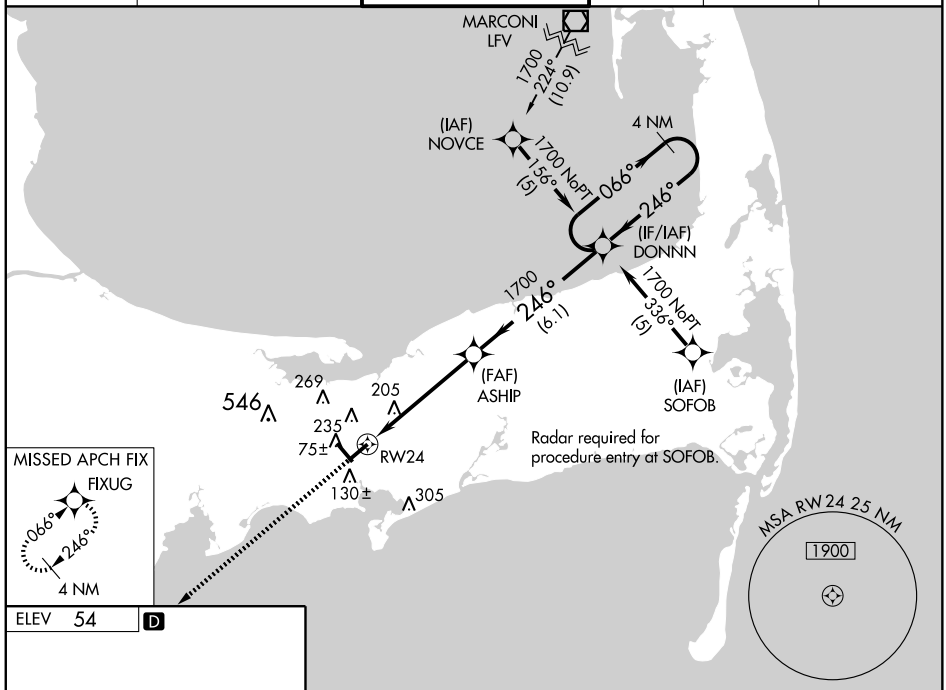
HYANNIS/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

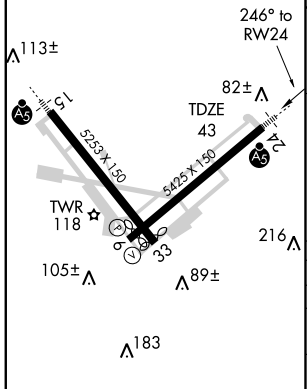
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chatham altimeter setting and increase all DA 33 feet and all MDA 40 feet. Baro-VNAV NA when using Chatham Muni altimeter setting.
For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000.
Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B.

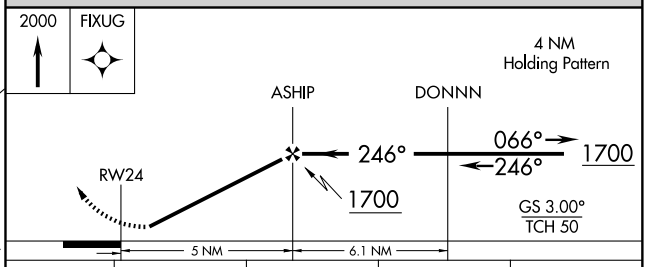
MALSR

MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

ATIS	CAPE APP CON ★		HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2	284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95







CATEGORY	A	B	C	D
LPV DA		318/50	275 (300-1)	
LNAV/VNAV DA		441/50	398 (400-1)	
LNAV MDA		500/50	457 (500-1)	
CIRCLING	560-1	506 (600-1)	580-1½ 526 (600-1½)	620-2 566 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

HYANNIS, MASSACHUSETTS

AL-675 (FAA)

VOR/DME MVY	APP CRS	Rwy Idg 5019
114.5	058°	TDZE 45
Chan 92		Apt Elev 54

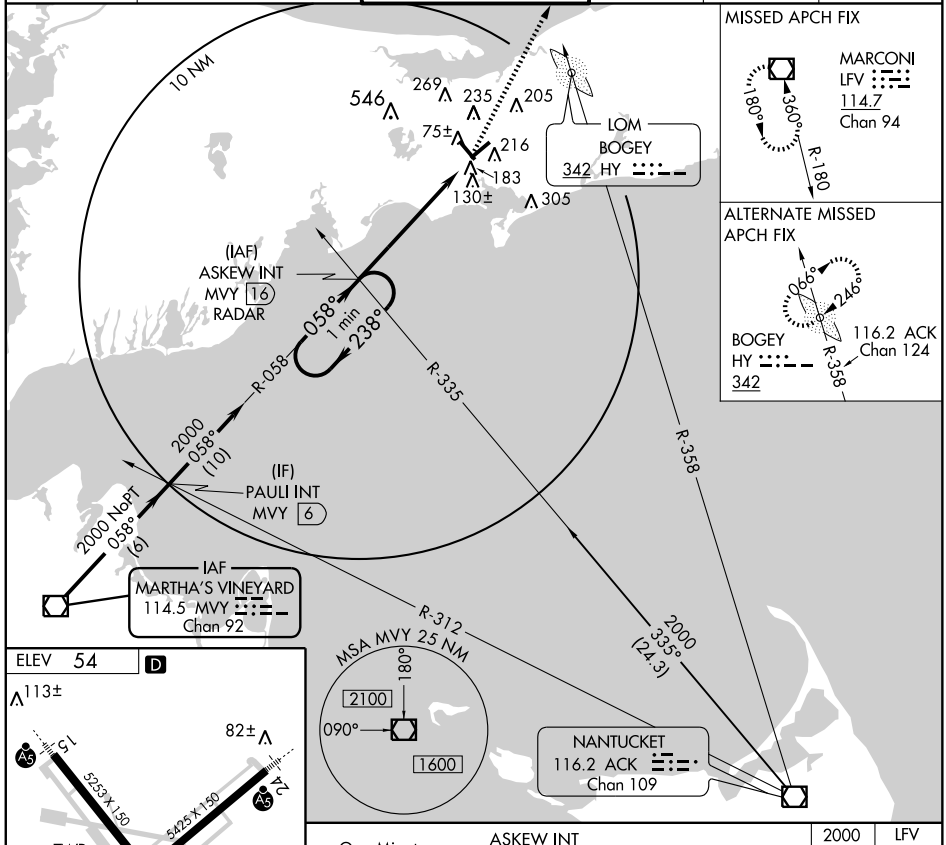
VOR RWY 6

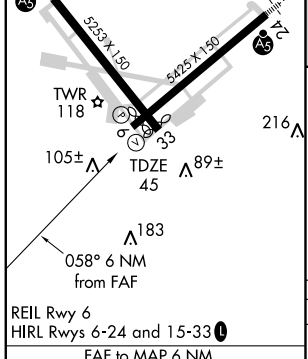
HYANNIS/
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)

If local altimeter setting not received, use Chatham altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct LFV VOR/DME and hold. When authorized by ATC, climb-in-hold to 3000.

ATIS	CAPE APP CON ★	HYANNIS TOWER ★	GND CON	CLNC DEL	UNICOM
123.8	118.2 284.6	119.5 (CTAF) L 257.8	121.9	125.15	122.95

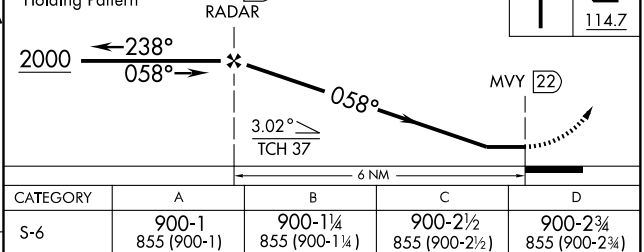




REIL Rwy 6
HIRL Rwys 6-24 and 15-33 L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	5:59	3:59	2:59	2:24	2:00



CATEGORY	A	B	C	D
S-6	900-1 855 (900-1)	900-1¼ 855 (900-1¼)	900-2½ 855 (900-2½)	900-2¾ 855 (900-2¾)
CIRCLING	900-1 846 (900-1)	900-1¼ 846 (900-1¼)	900-2½ 846 (900-2½)	900-2¾ 846 (900-2¾)

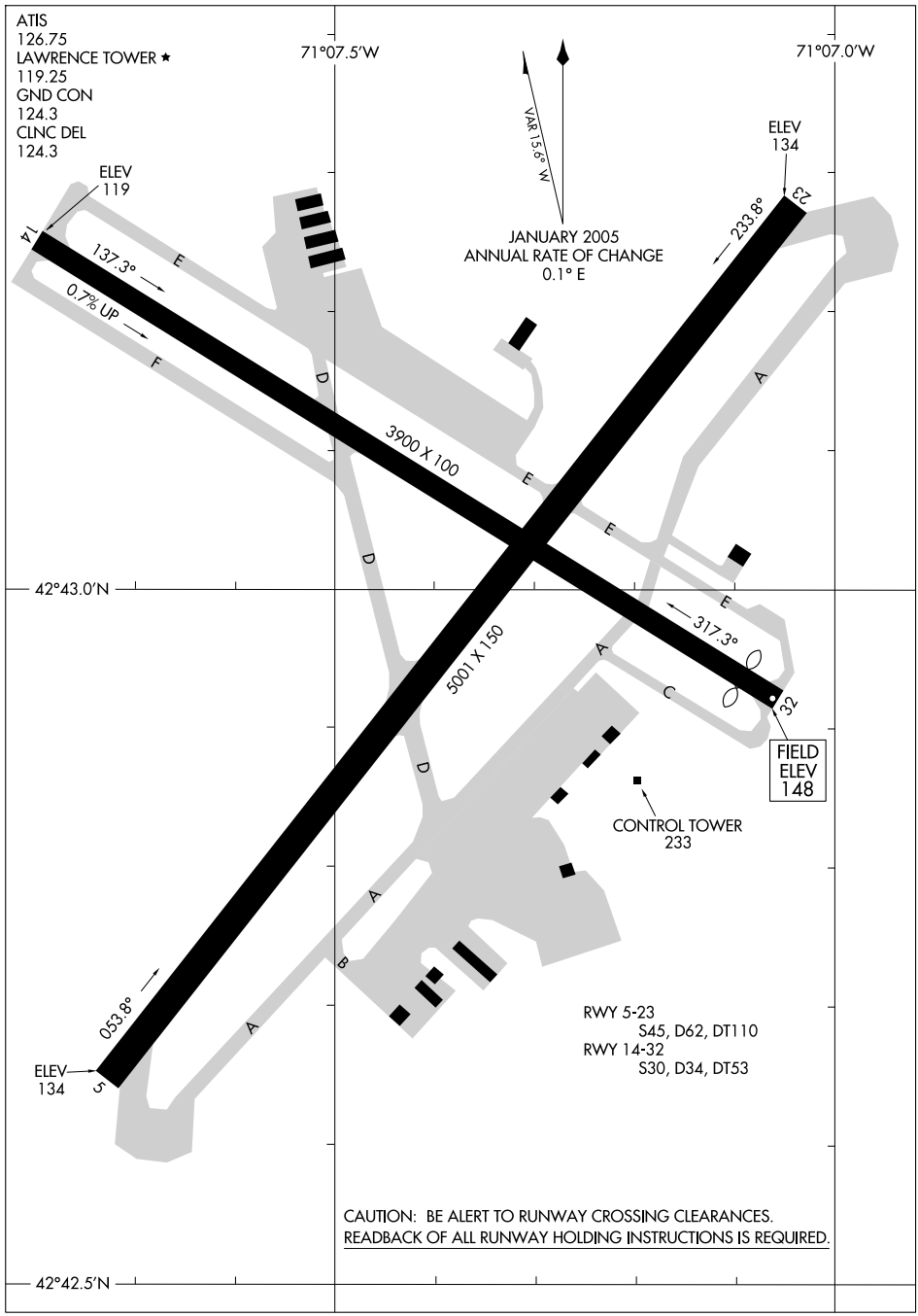
NE-1. 03 JUN 2010 to 01 JUL 2010

09015

AIRPORT DIAGRAM

AL-654 (FAA)

LAWRENCE MUNI (LWM)
LAWRENCE, MASSACHUSETTS



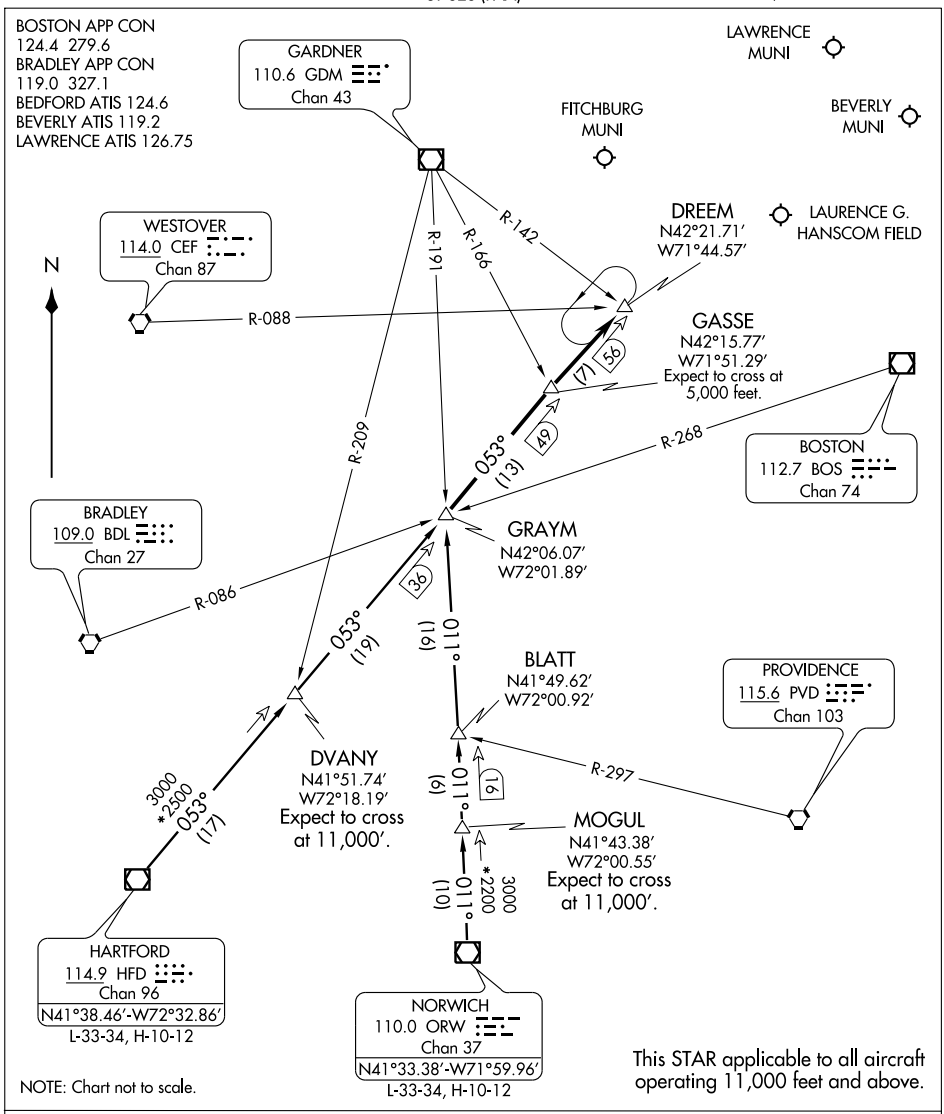
NE-1, 03 JUN 2010 to 01 JUL 2010

(GRAYM.GRAYM2) 09183

GRAYM TWO ARRIVAL

ST-626 (FAA)

BEDFORD, MASSACHUSETTS



HARTFORD TRANSITION (HFD.GRAYM2): From over HFD VOR/DME via HFD R-053 to GRAYM INT. Thence. . . .

NORWICH TRANSITION (ORW.GRAYM2): From over ORW VOR/DME via ORW R-011 to GRAYM INT. Thence. . . .

. . . . From over GRAYM INT via HFD VOR/DME R-053 to DREEM INT, then direct destination airport. Expect radar vectors to final approach course.

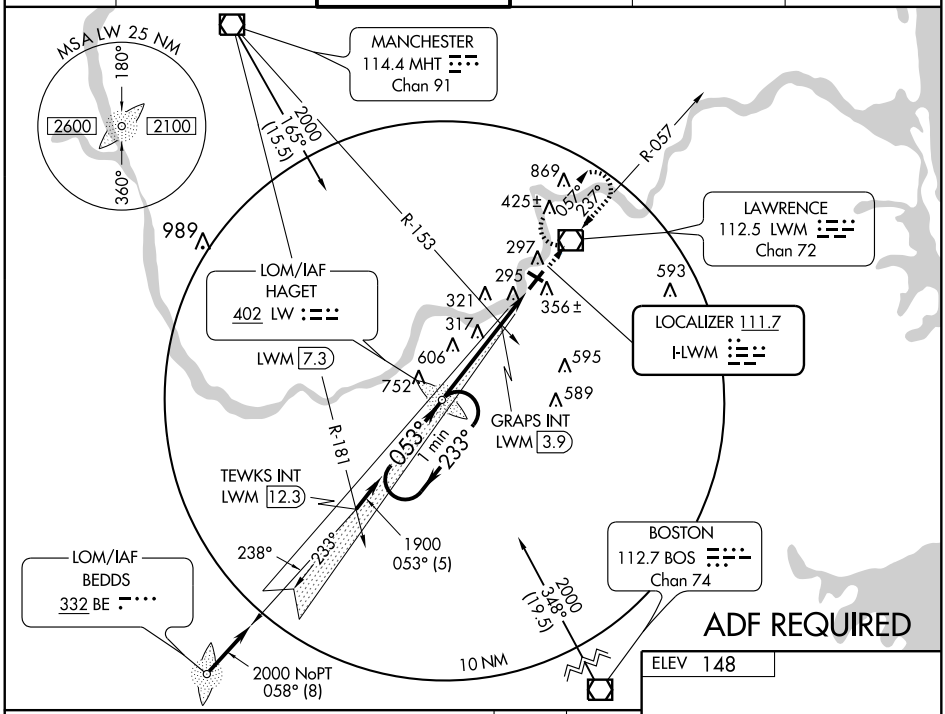
NE-1, 03 JUN 2010 to 01 JUL 2010

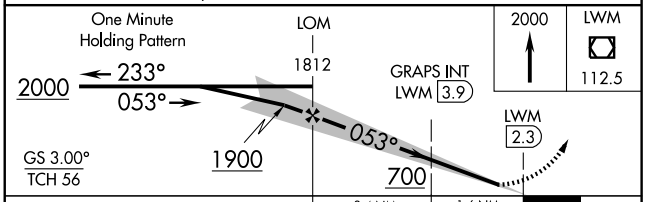
LOC I-LWM	APP CRS	Rwy Idg	5001
111.7	053°	TDZE	144
		Apt Elev	148

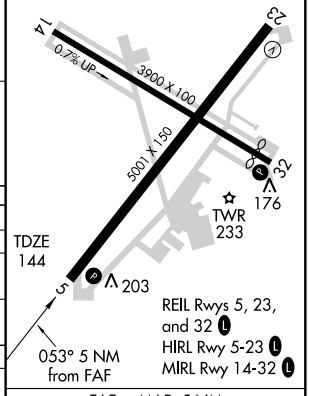
ILS RWY 5
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	122.8







CATEGORY	A	B	C	D
S-ILS 5	344-¾ 200 (200-¾)			
S-LOC 5	700-1 556 (600-1)		700-1½ 556 (600-1½)	700-1¾ 556 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)
GRAPS INT MINIMUMS				
S-LOC 5	500-1 356 (400-1)			500-1¼ 356 (400-1¼)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)

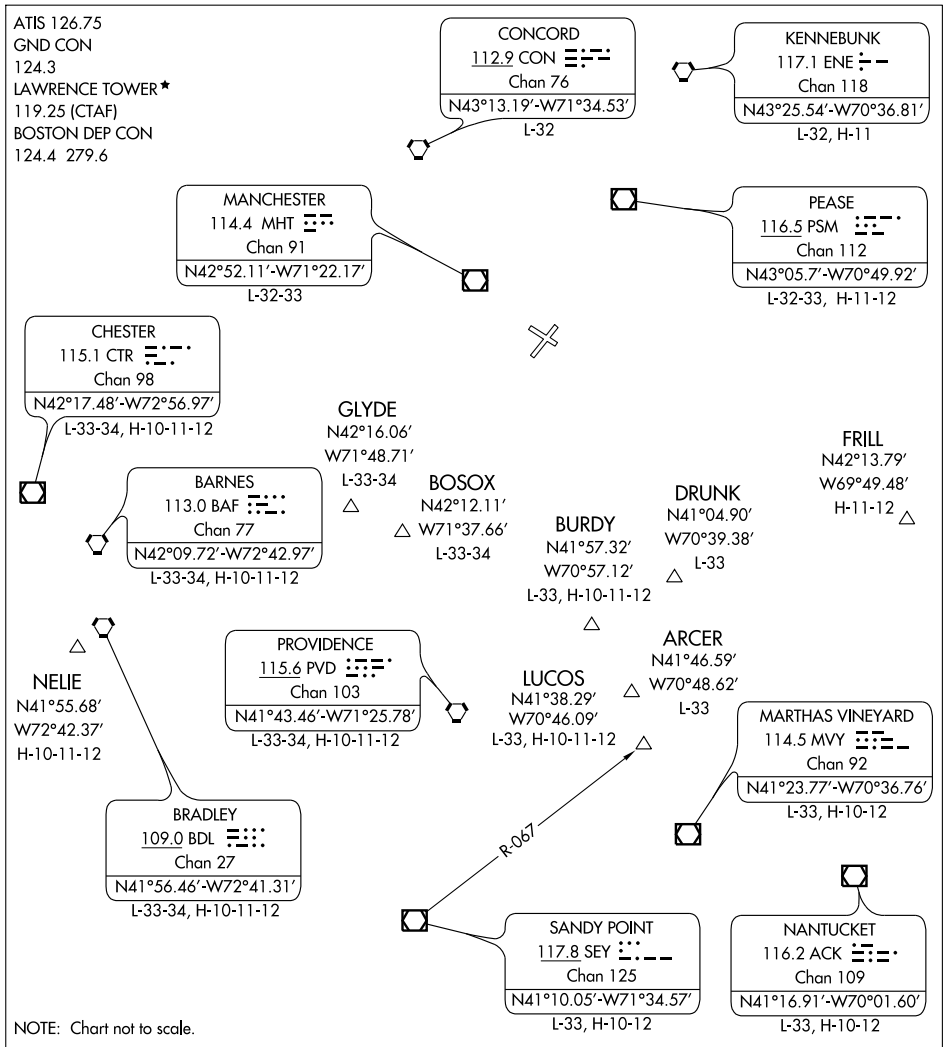
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

REIL Rwys 5, 23, and 32 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

LAWRENCE FOUR DEPARTURE AL-654 (FAA)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate depicted NAVAID/fix. Maintain 2000′. Expect further clearace to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Heading as assigned by ATC for vectors to assigned NAVAID/fix.

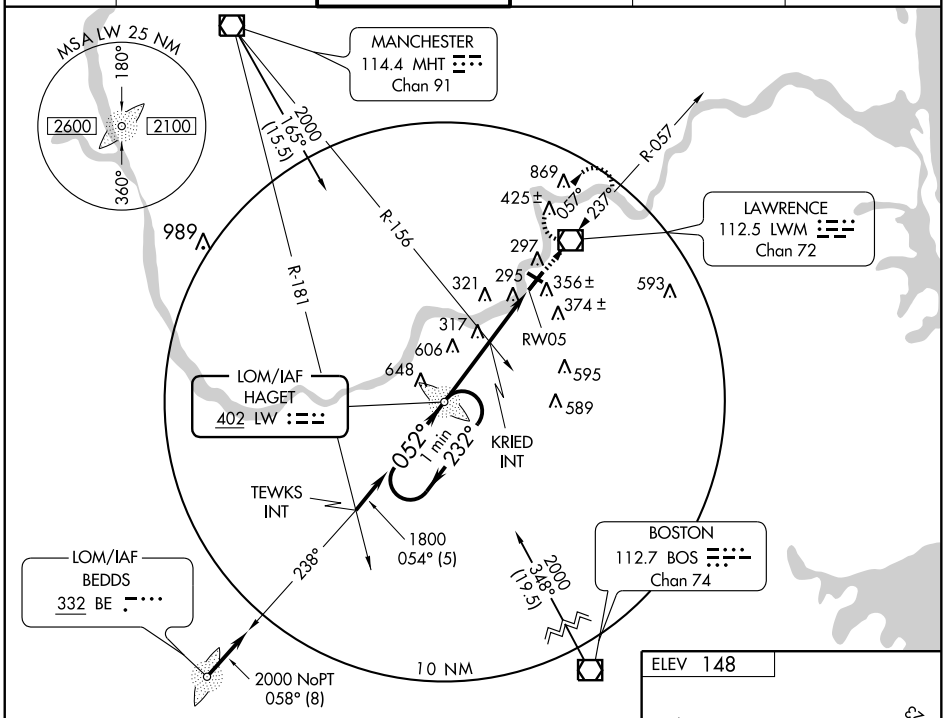
NE-1, 03 JUN 2010 to 01 JUL 2010

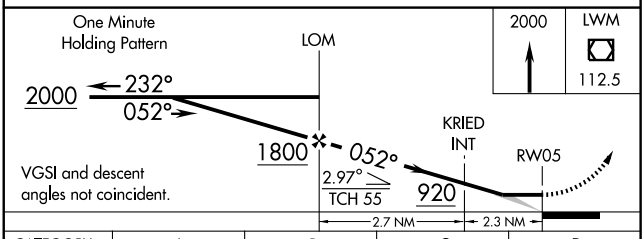
LOM LW	APP CRS	Rwy Idg	5001
402	052°	TDZE	144
		Apt Elev	148

NDB or GPS RWY 5
LAWRENCE MUNI (LWM)

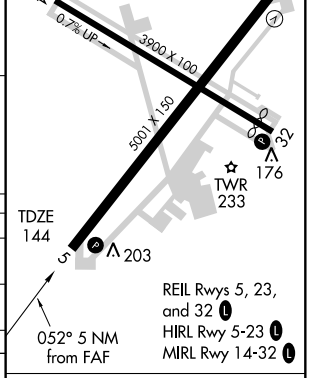
MISSED APPROACH: Climb to 2000 direct LWM VOR/DME and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	122.8





CATEGORY	A	B	C	D
S-5	920-1 776 (800-1)	920-1¼ 776 (800-1¼)	920-2¼ 776 (800-2¼)	920-2½ 776 (800-2½)
CIRCLING	920-1 772 (800-1)	920-1¼ 772 (800-1¼)	920-2¼ 772 (800-2¼)	920-2½ 772 (800-2½)
KRIED INT MINIMUMS				
S-5	680-1 536 (600-1)		680-1½ 536 (600-1½)	680-1¾ 536 (600-1¾)
CIRCLING	720-1 572 (600-1)		720-1½ 572 (600-1½)	740-2 592 (600-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 03 JUN 2010 to 01 JUL 2010

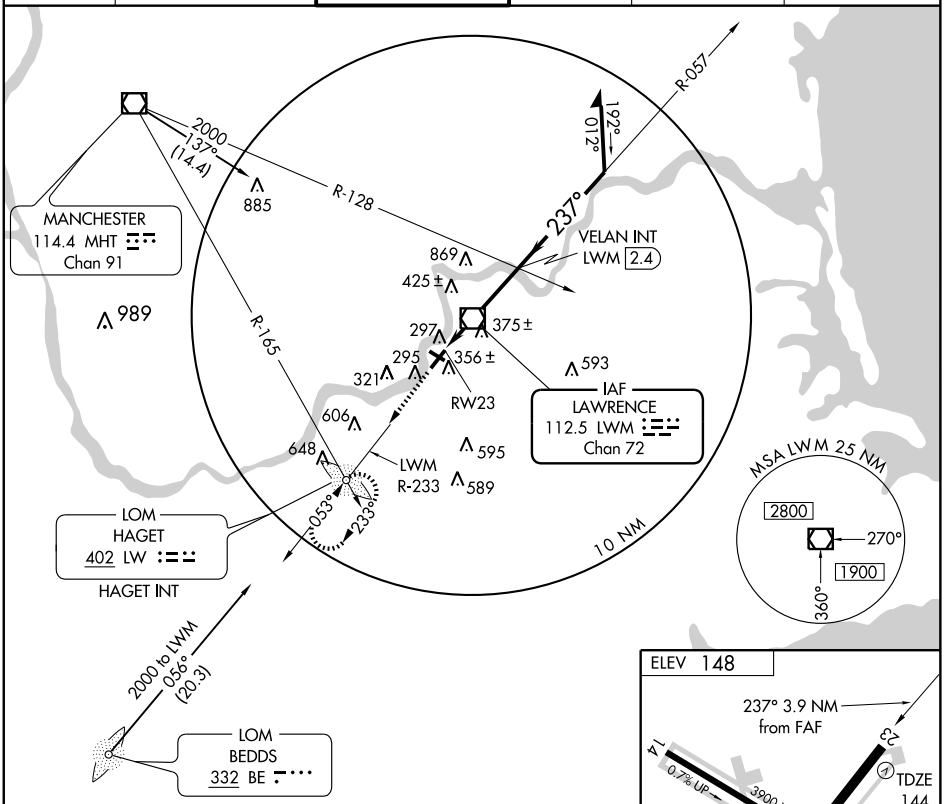
VOR/DME LWM	APP CRS	Rwy Idg	5001
112.5	237°	TDZE	144
Chan 72		Apt Elev	148

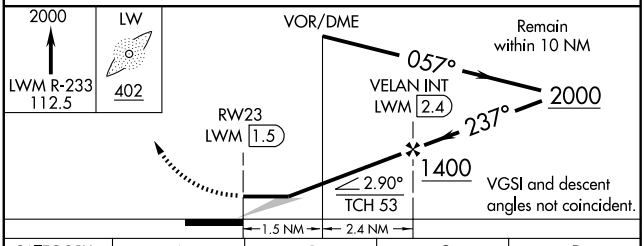
VOR or GPS RWY 23

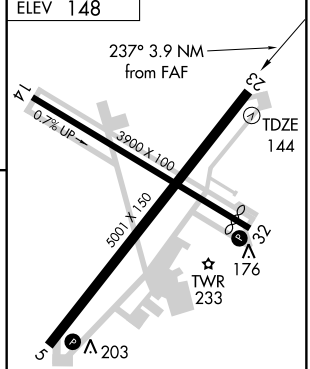
LAWRENCE MUNI (LWM)

MISSED APPROACH: Climb to 2000 via LWM R-233 to HAGET LOM/Int and hold.

ATIS	BOSTON APP CON	LAWRENCE TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	124.4 279.6	119.25 (CTAF) L	124.3	124.3	122.8







REIL Rwys 5, 23 and 32 L
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-23	640-1	496 (500-1)	640-1¼ 496 (500-1¼)	640-1½ 496 (500-1½)
CIRCLING	720-1	572 (600-1)	720-1½ 572 (600-1½)	740-2 592 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB IHM 220	APP CRS 328°	Rwy Idg 3264 TDZE 122 Apt Elev 122

NDB RWY 32

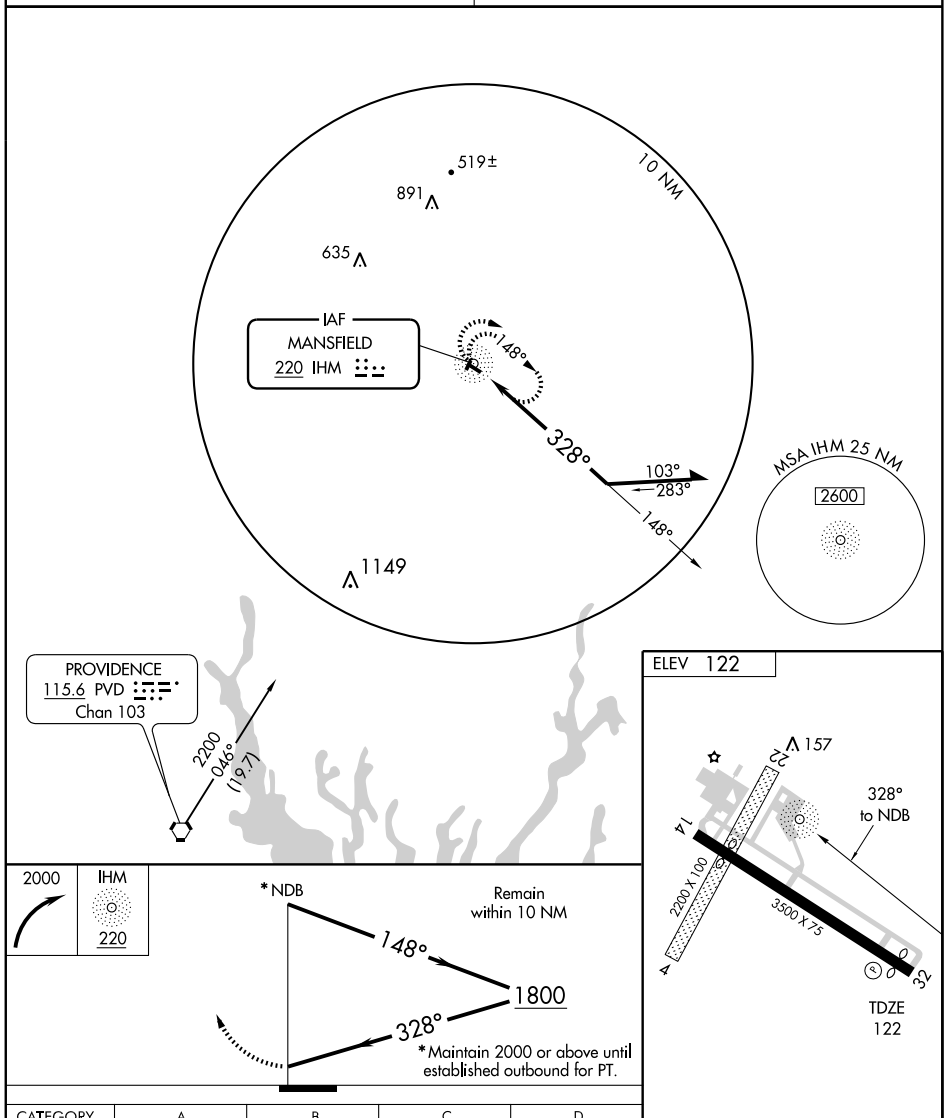
MANSFIELD MUNI (1B9)

Use Taunton Muni - King Field altimeter setting.
Circling NA to Rwys 4 and 22.

MISSED APPROACH: Climbing right turn to 2000 in IHM NDB holding pattern.

BOSTON APP CON
124.1 382.0

UNICOM
123.0 (CTAF) L



CATEGORY	A	B	C	D
S-32	720-1	598 (600-1)	NA	
CIRCLING	720-1	598 (600-1)	NA	

MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3264
319°	TDZE	122
	Apt Elev	122

RNAV (GPS) RWY 32

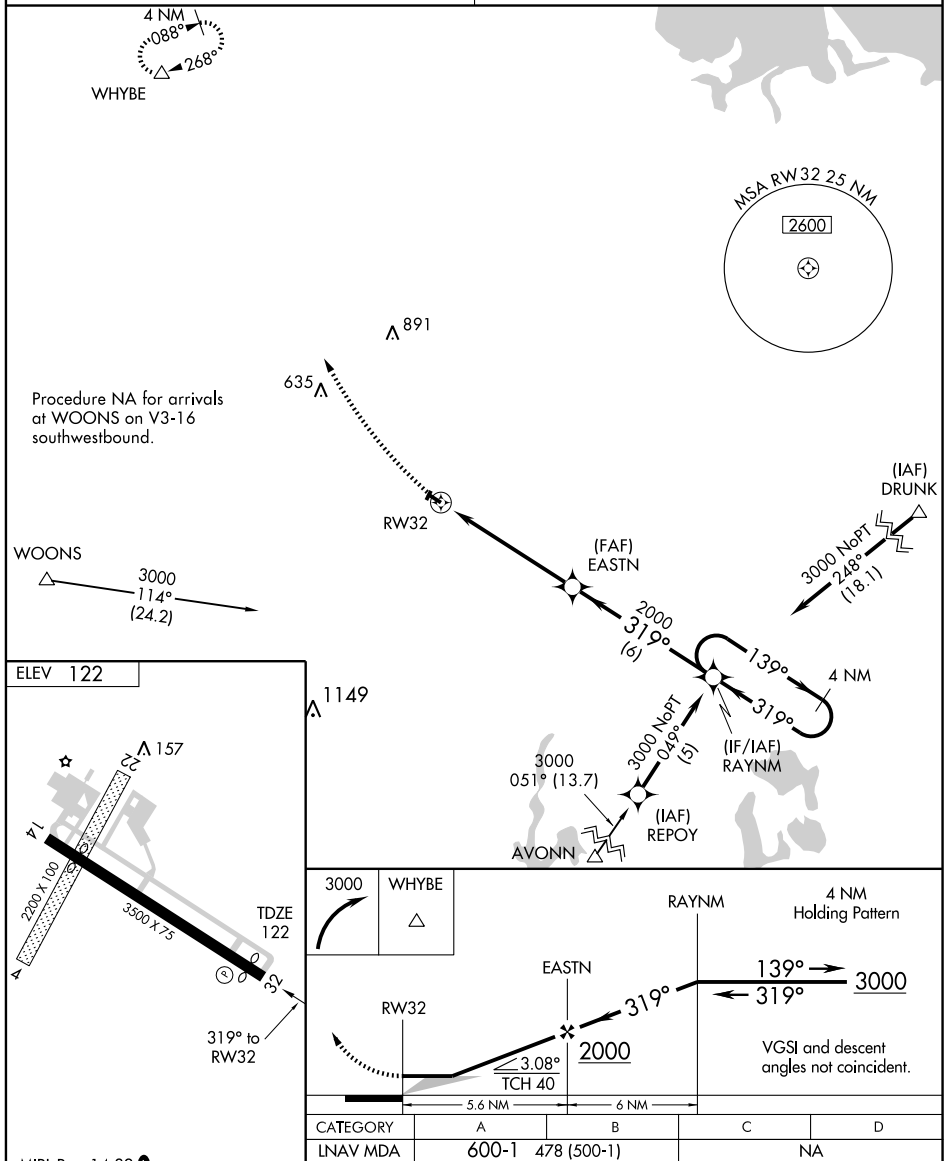
MANSFIELD MUNI (1B9)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Taunton Muni - King Field altimeter setting. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climbing right turn to 3000 direct WHYBE WP and hold.

BOSTON APP CON	UNICOM
124.1 382.0	123.0 (CTAF) L

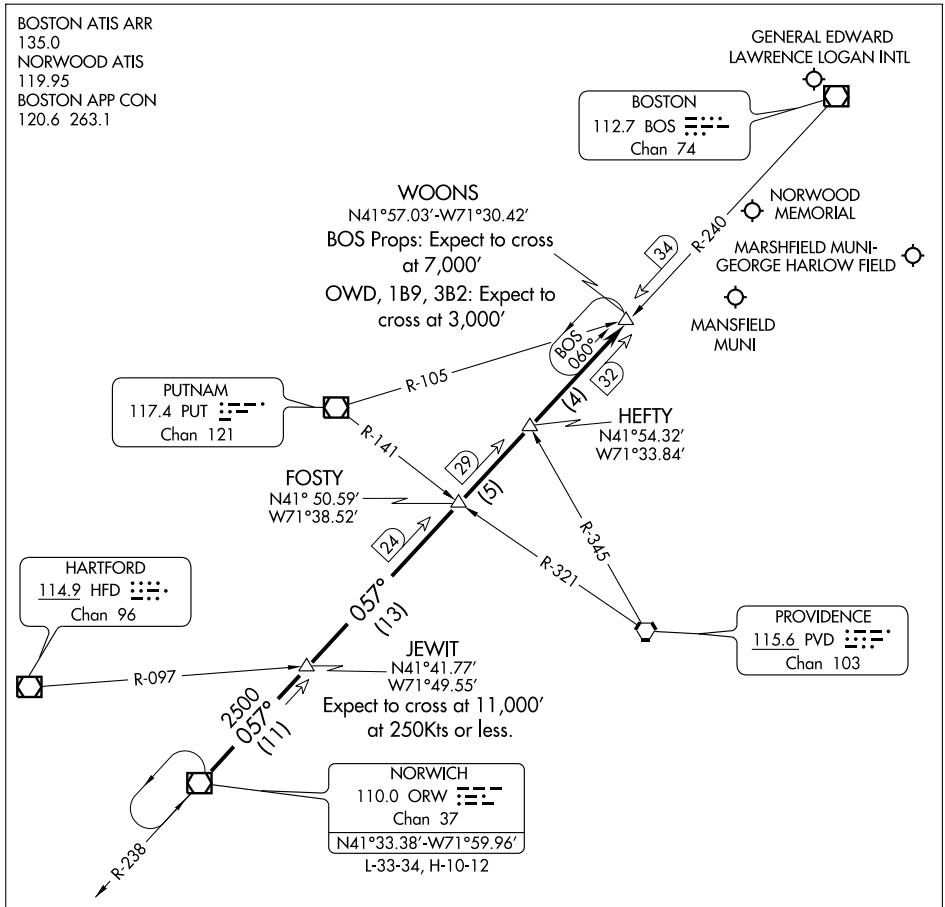


CATEGORY	A	B	C	D
LNAV MDA	600-1	478 (500-1)	NA	
CIRCLING	640-1	518 (600-1)	NA	

MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 03 JUN 2010 to 01 JUL 2010

NDB IMR	APP CRS	Rwy Idg	2999
368	062°	TDZE	11
		Apt Elev	11

NDB RWY 6

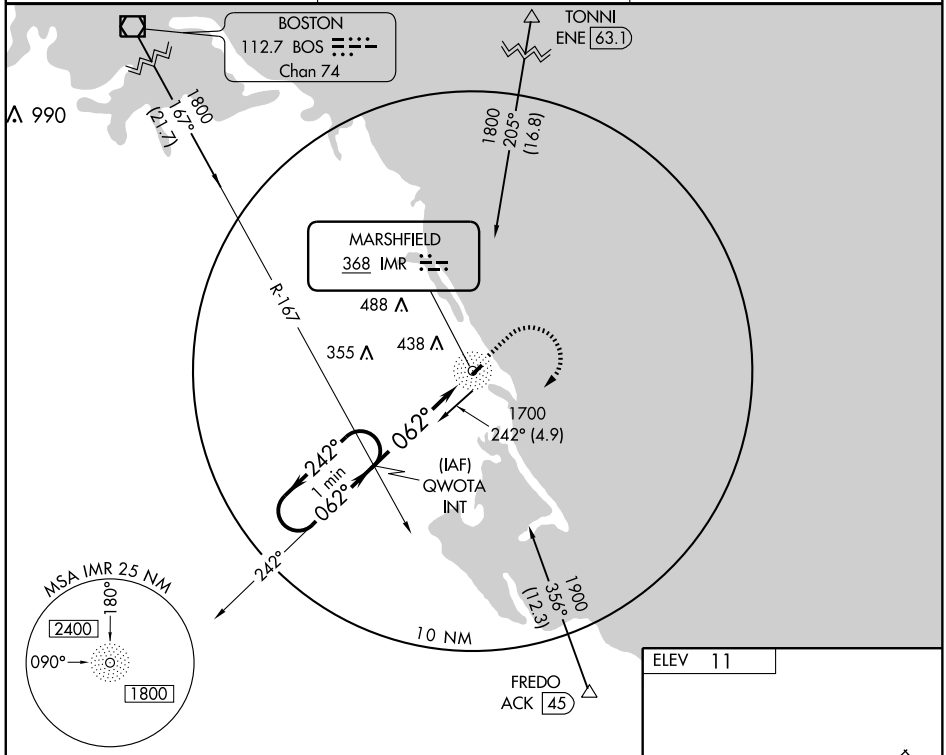
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

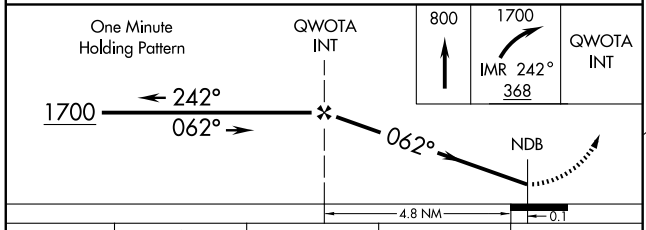
▼ NA

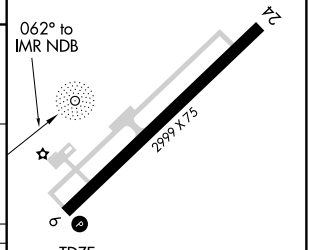
Obtain local altimeter setting on CTAF; when not received, use Boston-Logan altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 1700 via IMR NDB bearing 242° to QWOTA Int and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	580-1 569 (600-1)		NA	
CIRCLING	580-1 569 (600-1)	600-1 589 (600-1)	NA	
BOSTON-LOGAN ALTIMETER SETTING MINIMUMS				
S-6	640-1 629 (700-1)		NA	
CIRCLING	640-1 629 (700-1)	660-1 649 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB IMR 368	APP CRS 248°	Rwy Idg 2999 TDZE 9 Apt Elev 11

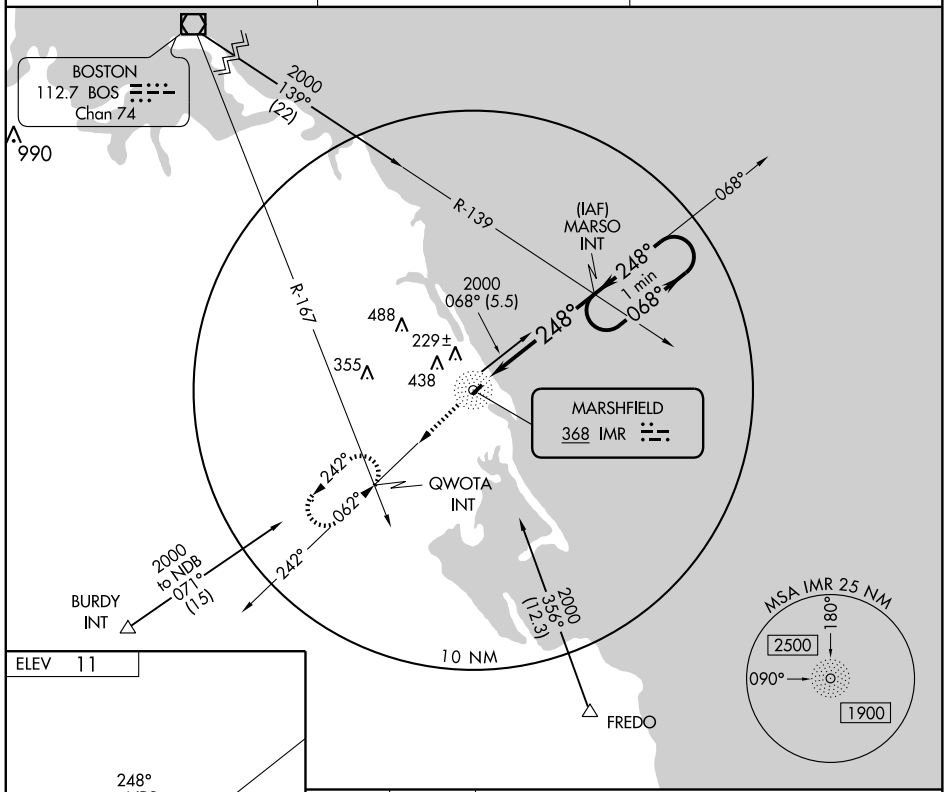
NDB RWY 24

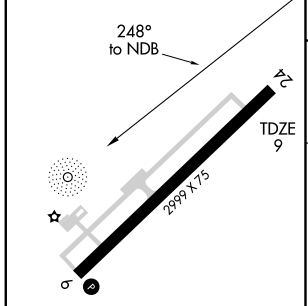
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

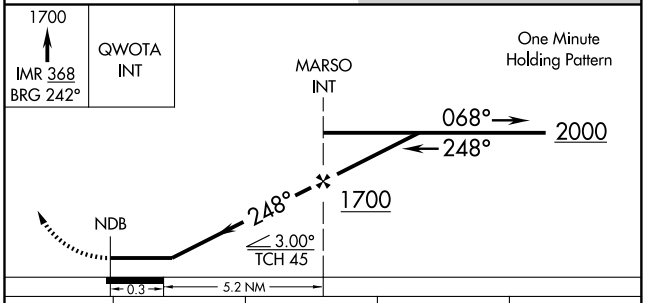
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1700 via 242° bearing from IMR NDB to QWOTA INT and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-24	580-1	571 (600-1)	NA	
CIRCLING	580-1 569 (600-1)	620-1 609 (700-1)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2999
062°	TDZE	9
	Apt Elev	11

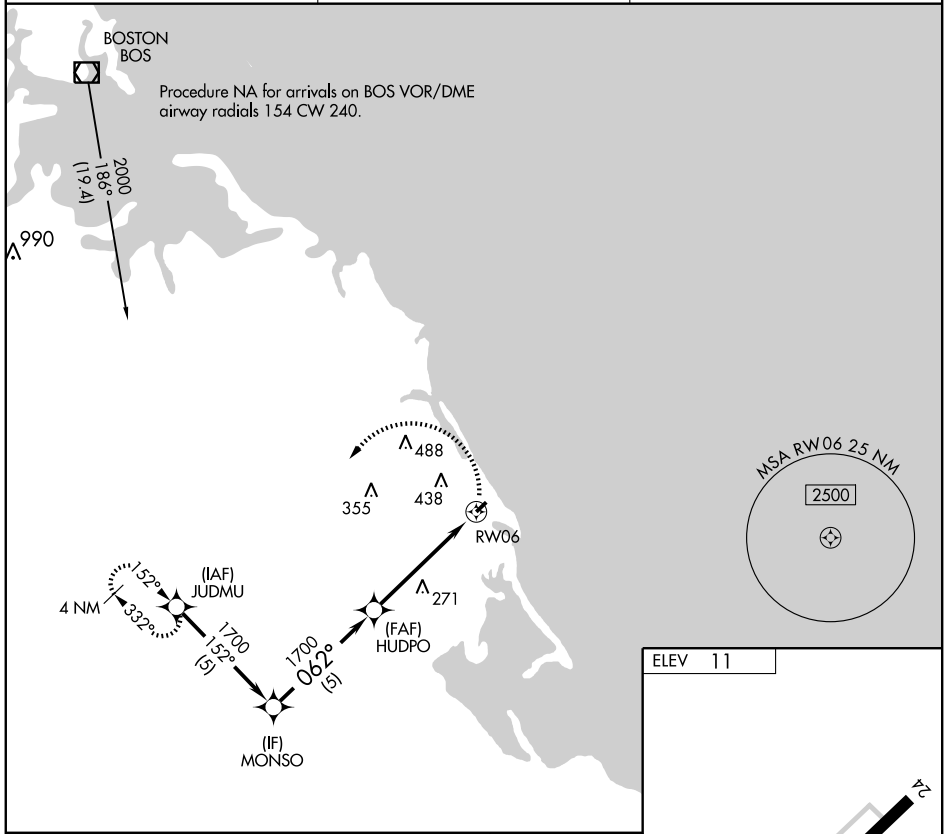
RNAV (GPS) RWY 6

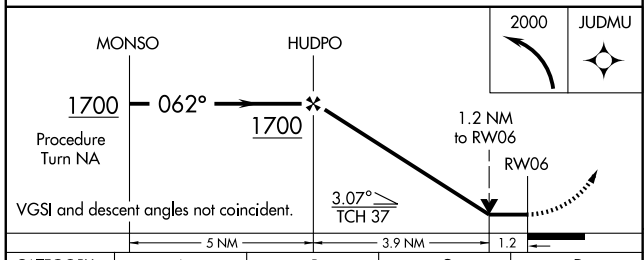
MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

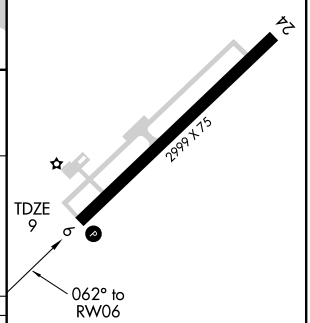
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct JUDMU and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1	531 (600-1)	NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2999
242°	TDZE	9
	Apt Elev	11

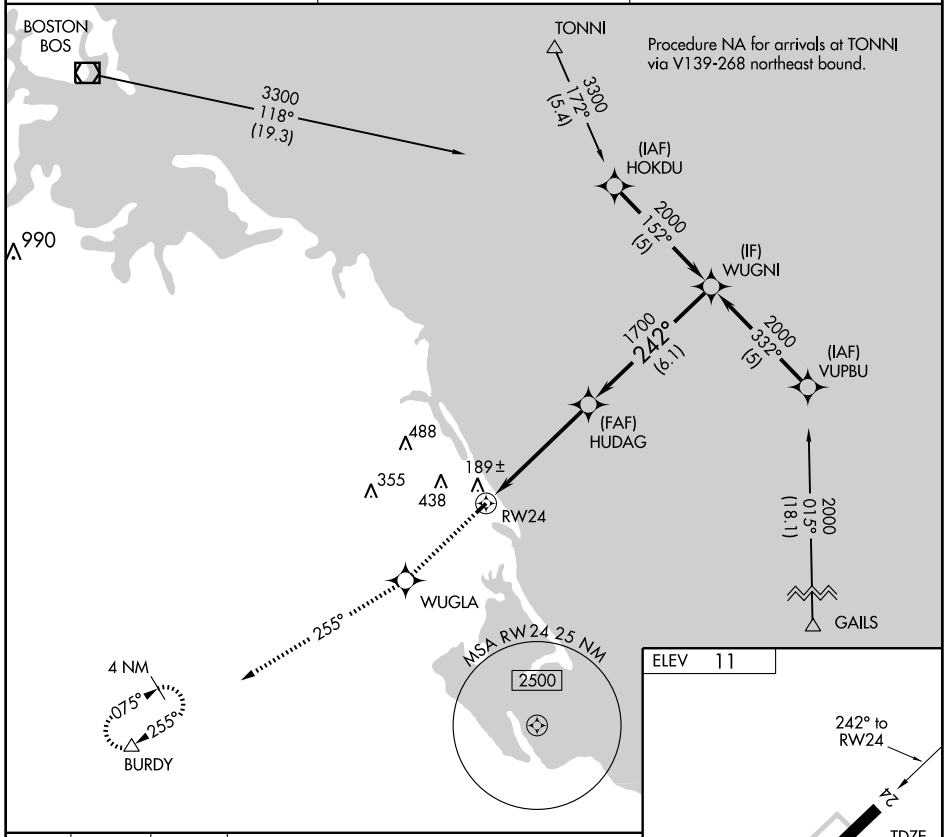
RNAV (GPS) RWY 24

MARSHFIELD MUNI - GEORGE HARLOW FIELD (GHG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Plymouth altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct WUGLA and via 255° track to BURDY and hold.

AWOS-3	BOSTON APP CON	UNICOM
120.0	124.1	122.8 (CTAF) L

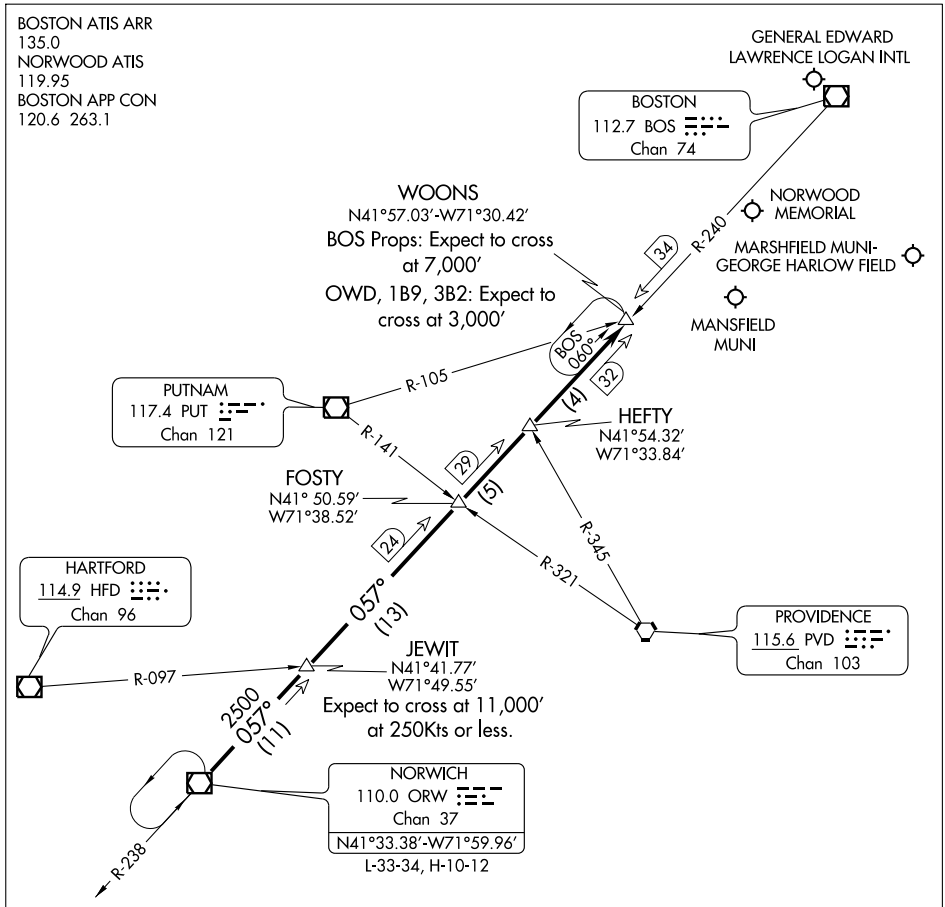


CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	NA	
CIRCLING	560-1 549 (600-1)	620-1 609 (700-1)	NA	

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-1. 03 JUN 2010 to 01 JUL 2010

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR/DME GDM	APP CRS	Rwy Idg	N/A
110.6	292°	TDZE	N/A
Chan 43		Apt Elev	356

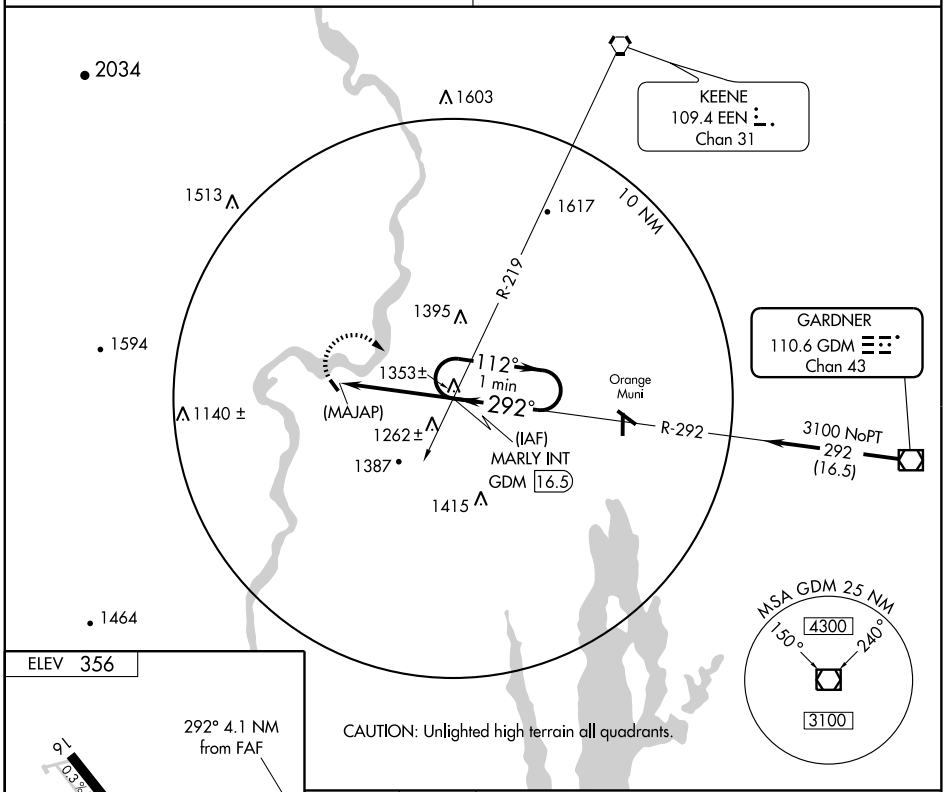
VOR or GPS-A

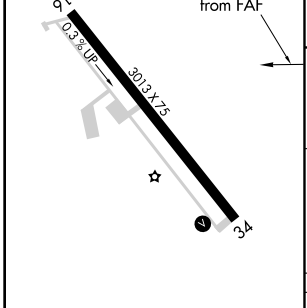
MONTAGUE/ TURNERS FALLS (ØB5)

Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting.

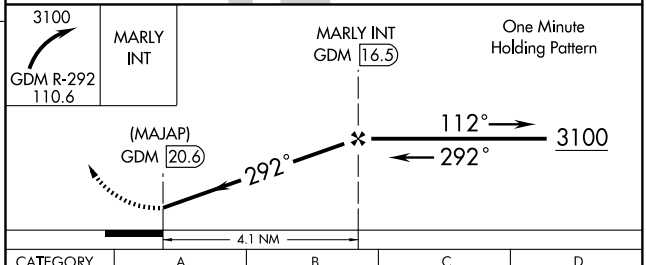
MISSED APPROACH: Climbing right turn to 3100 via GDM R-292 to MARLY Int and hold.

BOSTON CENTER	UNICOM
123.75 338.2	123.0 (CTAF) L





REIL Rwy 34 L
MIRL Rwy 16-34 L



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1520-1¼ 1164 (1200-1¼)	1520-1½ 1164 (1200-1½)	1520-3 1164 (1200-3)	NA
ORANGE ALTIMETER SETTING MINIMUMS				
CIRCLING	1580-1¼ 1224 (1300-1¼)	1580-1½ 1224 (1300-1½)	1580-3 1224 (1300-3)	NA

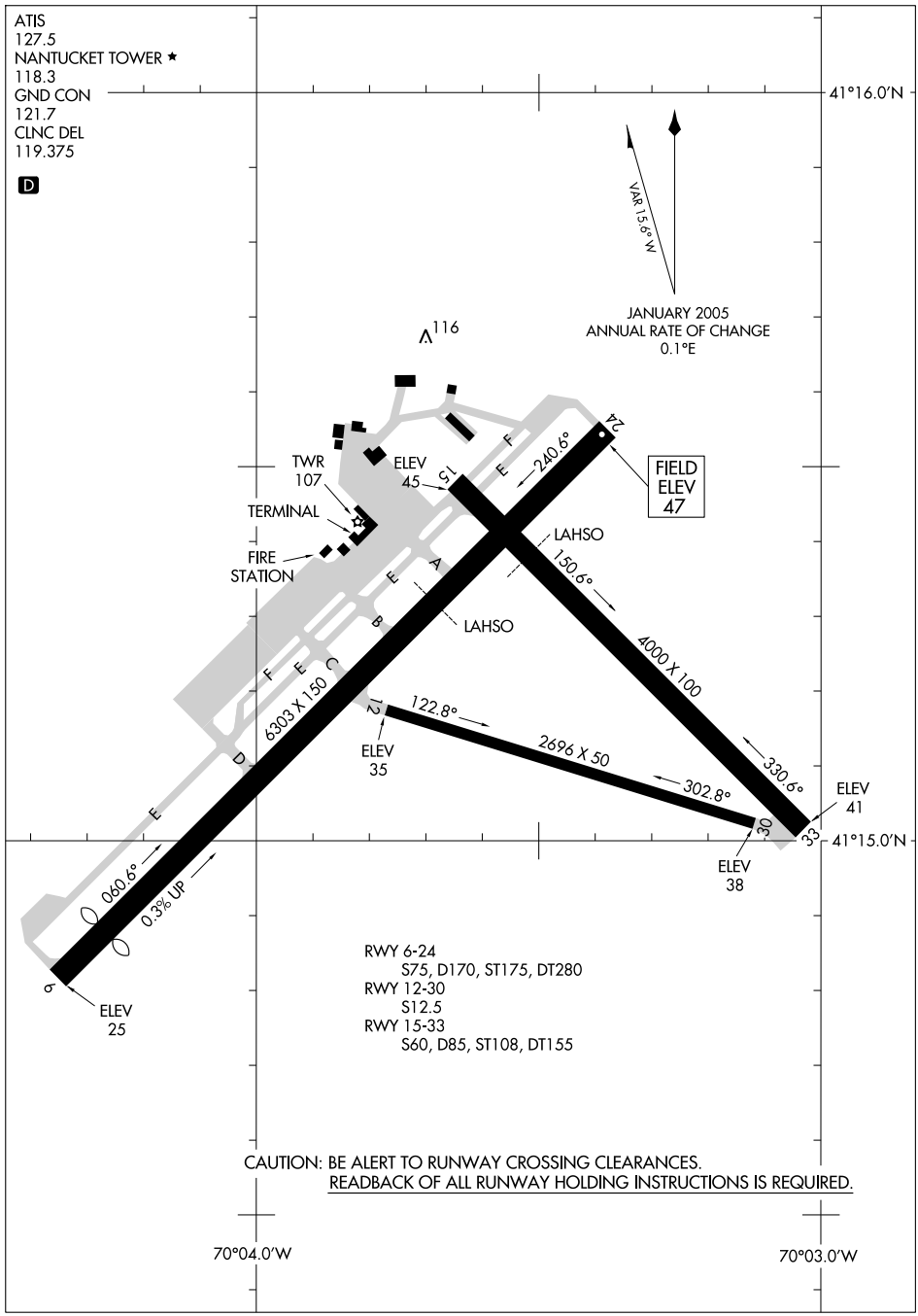
NE-1. 03 JUN 2010 to 01 JUL 2010

10154

AIRPORT DIAGRAM

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



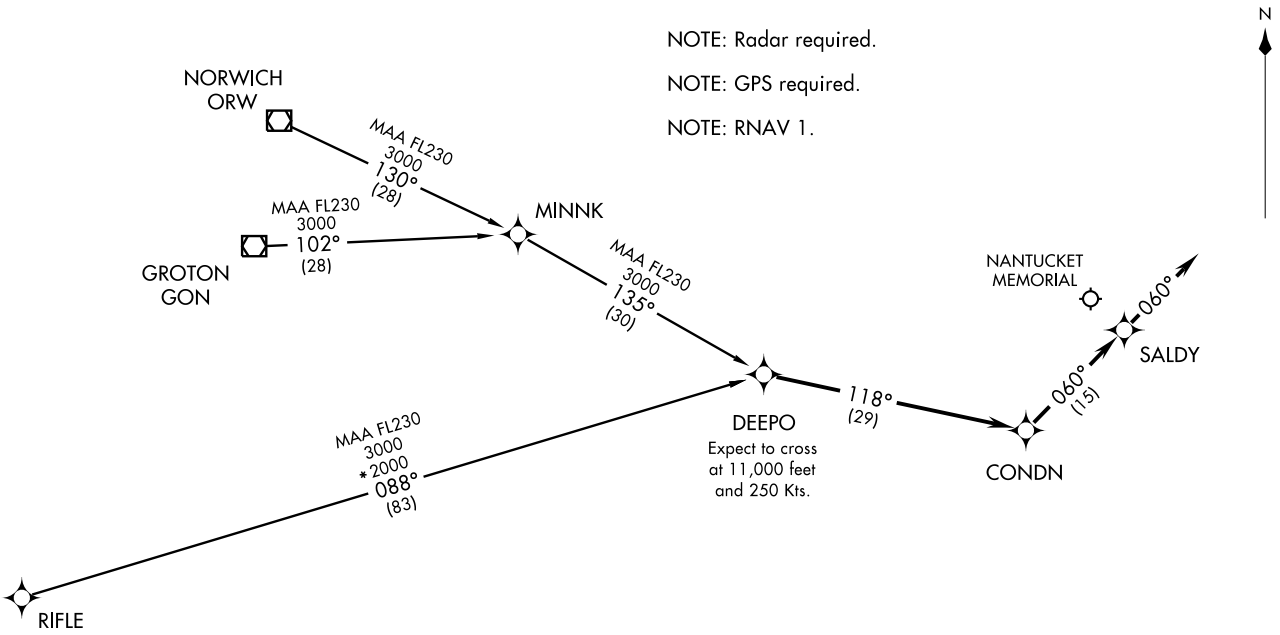
NE-1, 03 JUN 2010 to 01 JUL 2010

DEEPO ONE ARRIVAL (RNAV)

CAPE APP CON
133.75 284.6
NANTUCKET ATIS
127.5
NANTUCKET TOWER
118.3 (CTAF)

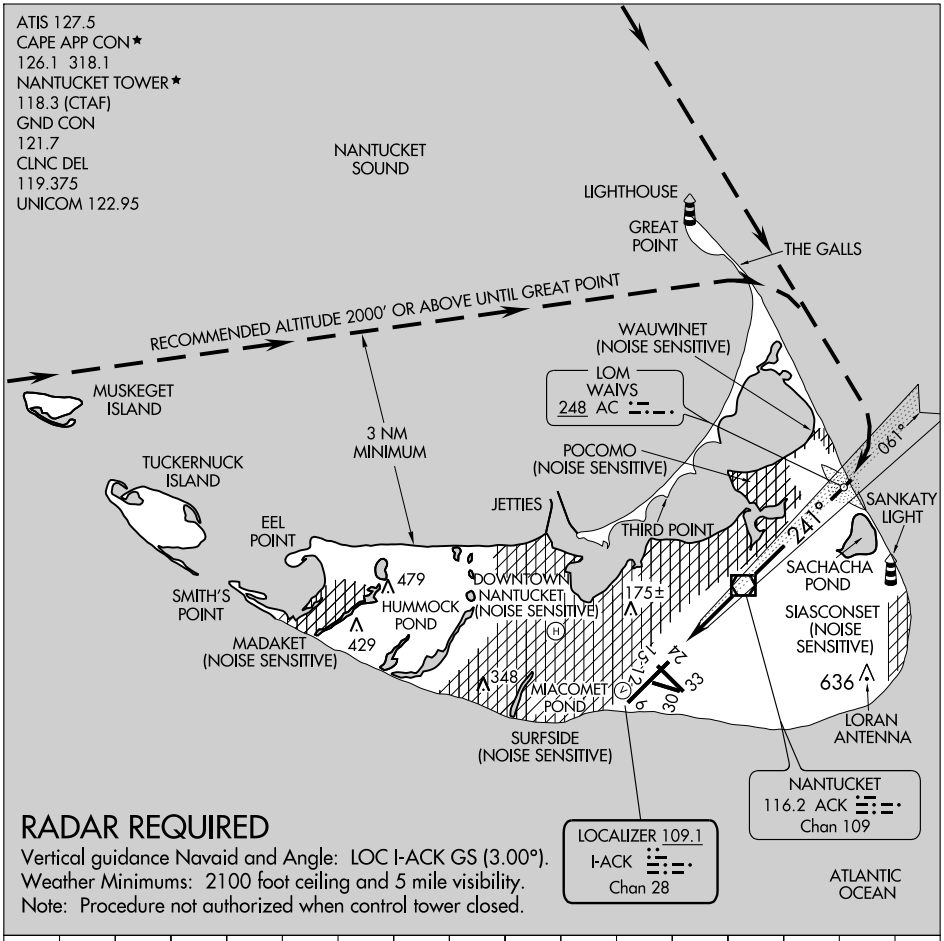
GROTON TRANSITION (GON.DEEPO1)
NORWICH TRANSITION (ORW.DEEPO1)
RIFLE TRANSITION (RIFLE.DEEPO1)

. . . . From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.



GREAT POINT VISUAL RWY 24 AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



RADAR REQUIRED

Vertical guidance Navaid and Angle: LOC I-ACK GS (3.00°).
Weather Minimums: 2100 foot ceiling and 5 mile visibility.
Note: Procedure not authorized when control tower closed.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15

LOC/DME I-RNE	APP CRS	Rwy Idg	5752
109.1	061°	TDZE	39
Chan 28		Apt Elev	48

ILS or LOC RWY 6

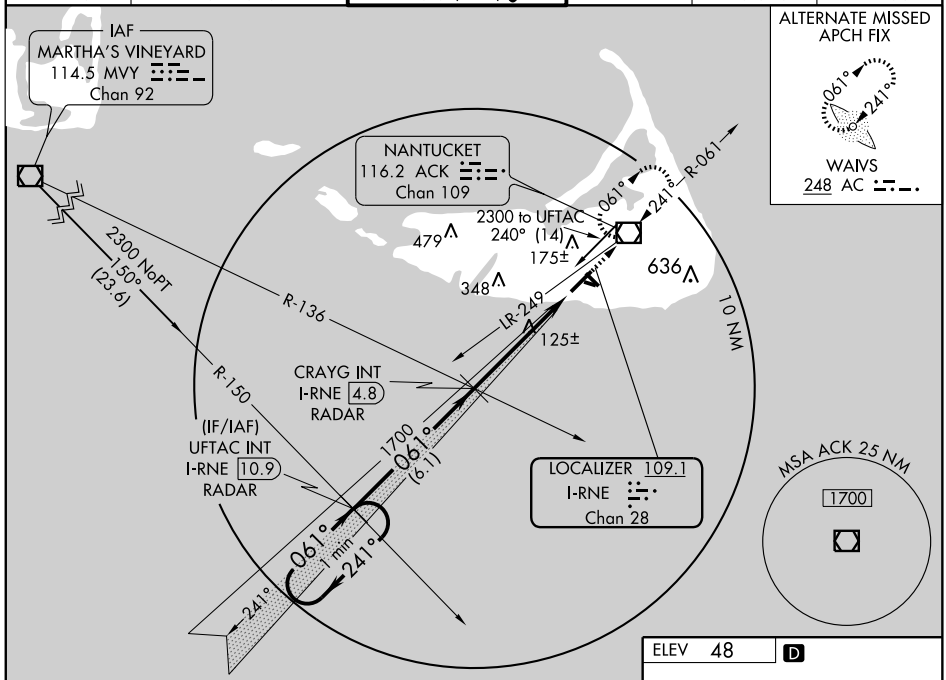
NANTUCKET MEMORIAL (ACK)

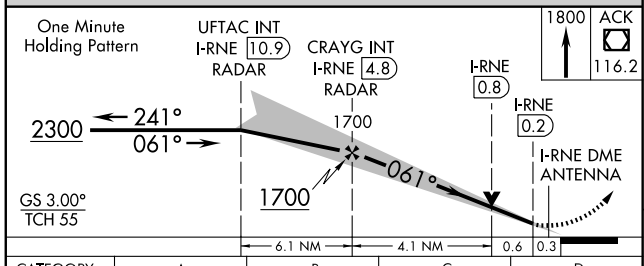
When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase S-ILS 6 all Cats visibility to RVR 5000 and S-LOC Cats C and D visibility to RVR 6000. VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to S-LOC 6 Cat C when using Hyannis altimeter setting.

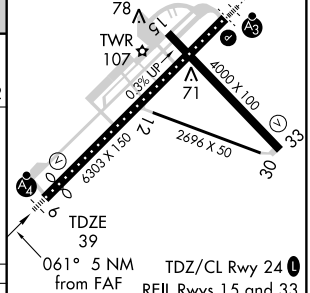
MALSF

MISSED APPROACH: Climb to 1800 direct ACK VOR/DME and hold, continue climb-in-hold to 1800.

ATIS	CAPE APP CON★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95







CATEGORY	A	B	C	D
S-ILS 6	239/40 200 (200-¾)			
S-LOC 6	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ACK	APP CRS	Rwy Idg 6303
109.1	241°	TDZE 48
Chan 28		Apt Elev 48

ILS or LOC RWY 24

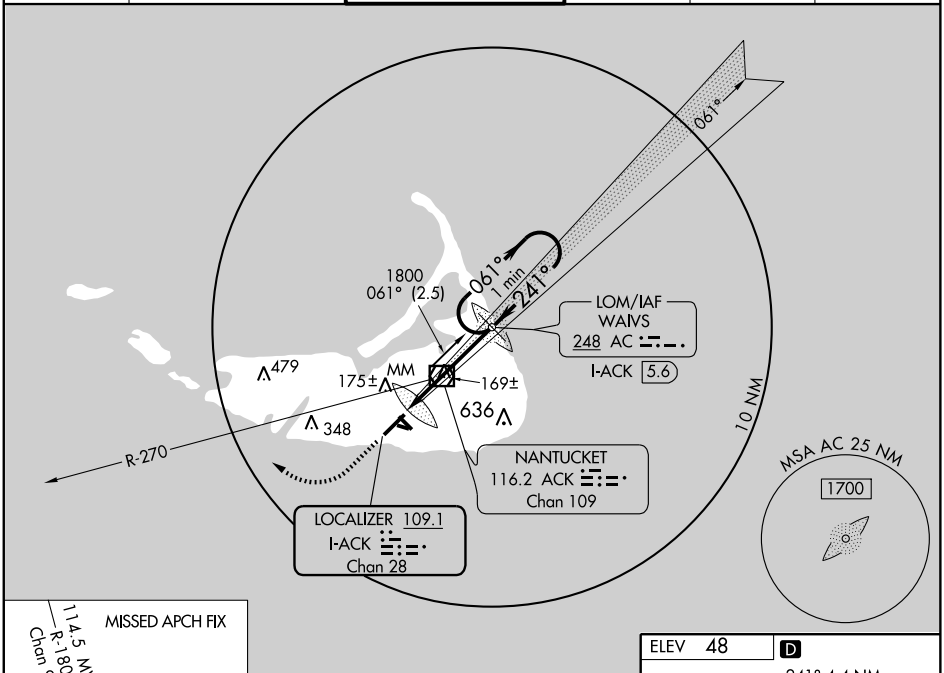
NANTUCKET MEMORIAL (ACK)

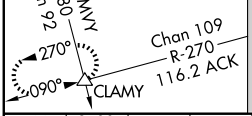
T A When local altimeter setting not received, use Hyannis altimeter setting and increase all DA to 63 feet and all MDA 80 feet; increase S-LOC 24 Cat C visibility to RVR 4000 and Cat D visibility to RVR 5000. VDP NA when using Hyannis altimeter setting. For inoperative SSALR when using Hyannis altimeter setting, increase S-ILS 24 visibility to RVR 5000. ADF or DME Required.

SSALR

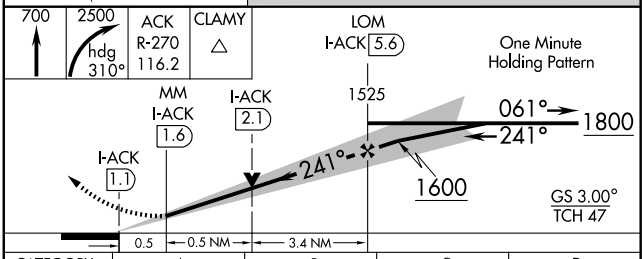
MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95

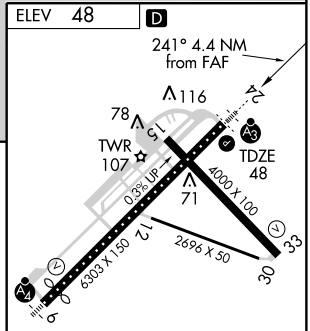




700	2500	ACK	CLAMY
	hdg 310°	R-270 116.2	△



CATEGORY	A	B	C	D
S-ILS 24	248/18 200 (200-½)			
S-LOC 24	420/24 372 (400-½)			420/40 372 (400-¾)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

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ACK VOR/DME	APP CRS	Rwy Idg 6303
116.2	241°	TDZE 48
Chan 109		Apt Elev 48

NDB RWY 24

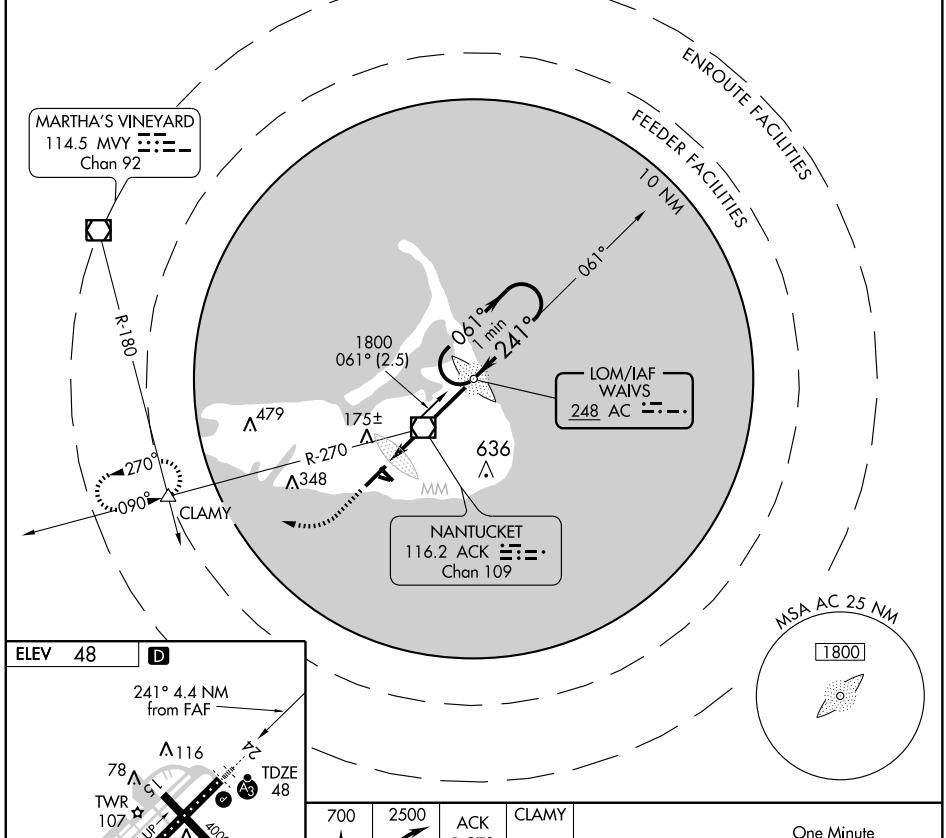
NANTUCKET MEMORIAL (ACK)

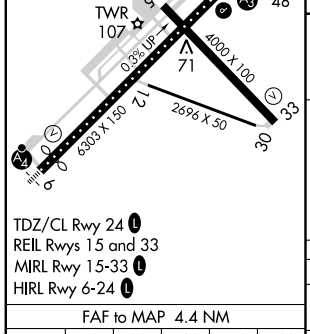
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95

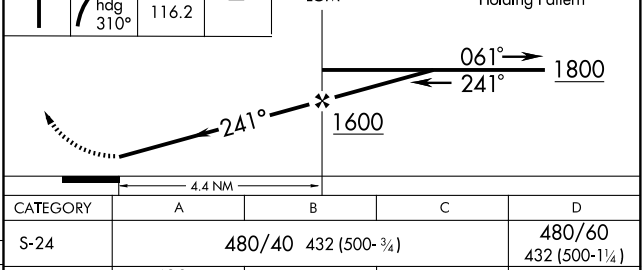




TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

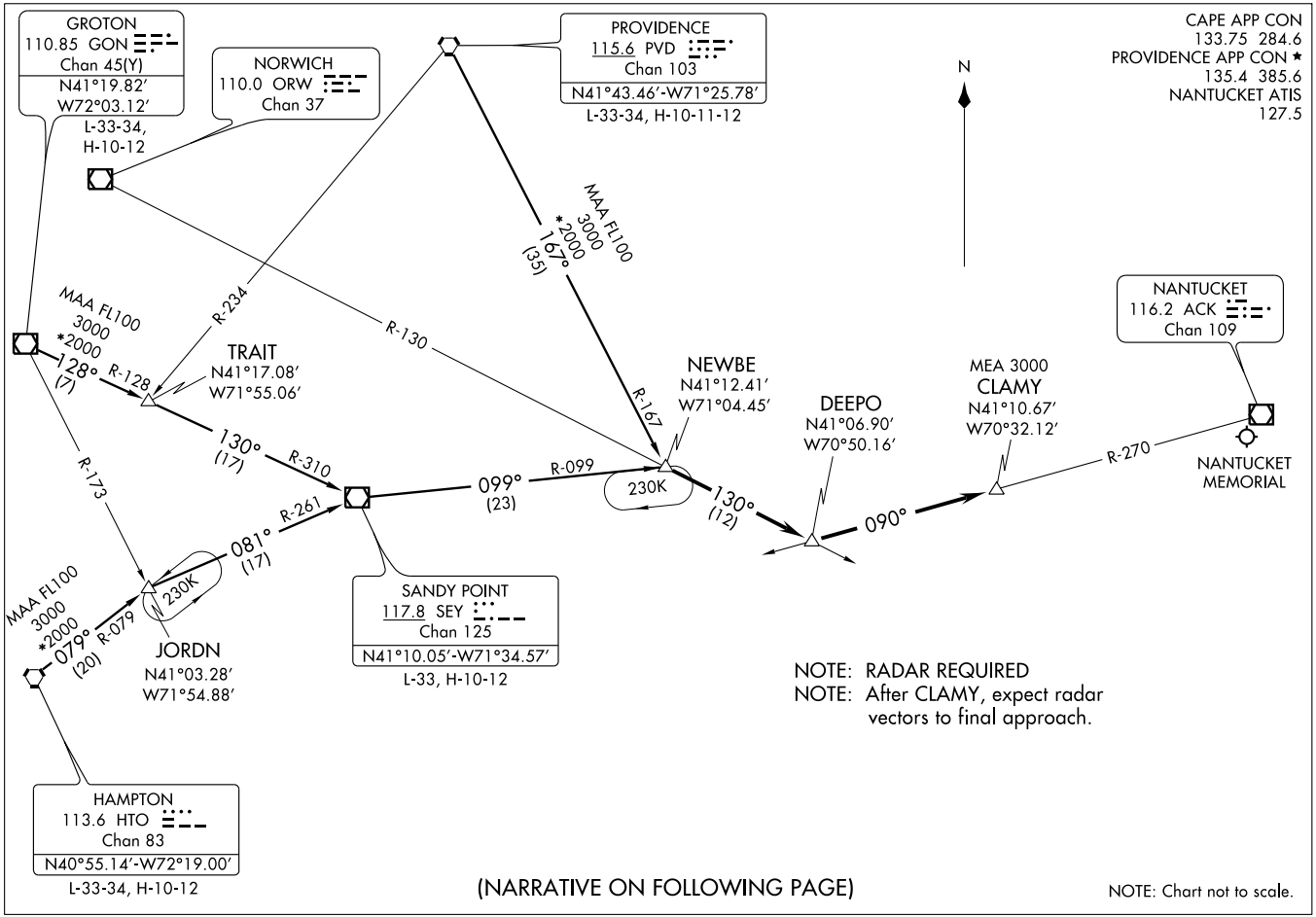
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

700	2500 hdg 310°	ACK R-270 116.2	CLAMY △



CATEGORY	A	B	C	D
S-24	480/40 432 (500-¾)			480/60 432 (500-1¼)
CIRCLING	480-1 432 (500-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

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(NEWBE.NEWBE1) 07298

NEWBE ONE ARRIVAL

ST-659 (FAA)

NANTUCKET MEMORIAL
NANTUCKET, MASSACHUSETTS

ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE1): From over GON VOR/DME via GON R-128 to TRAIT INT, then via SEY R-310 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence

HAMPTON TRANSITION (HTO.NEWBE1): From over HTO VORTAC via HTO R-079 to JORDN INT, then via SEY R-261 to SEY VOR/DME, then via SEY R-099 to NEWBE INT. Thence

PROVIDENCE TRANSITION (PVD.NEWBE1): From over PVD VORTAC via PVD R-167 to NEWBE INT. Thence

. . . . From over NEWBE INT via ORW R-130 to DEEPO INT, then via the ACK R-270 to CLAMY INT (MEA 3000). After CLAMY INT, expect radar vectors to the final approach course.

WAAS	APP CRS	Rwy Idg	5752
CH 81912	061°	TDZE	39
W06A		Apt Elev	48

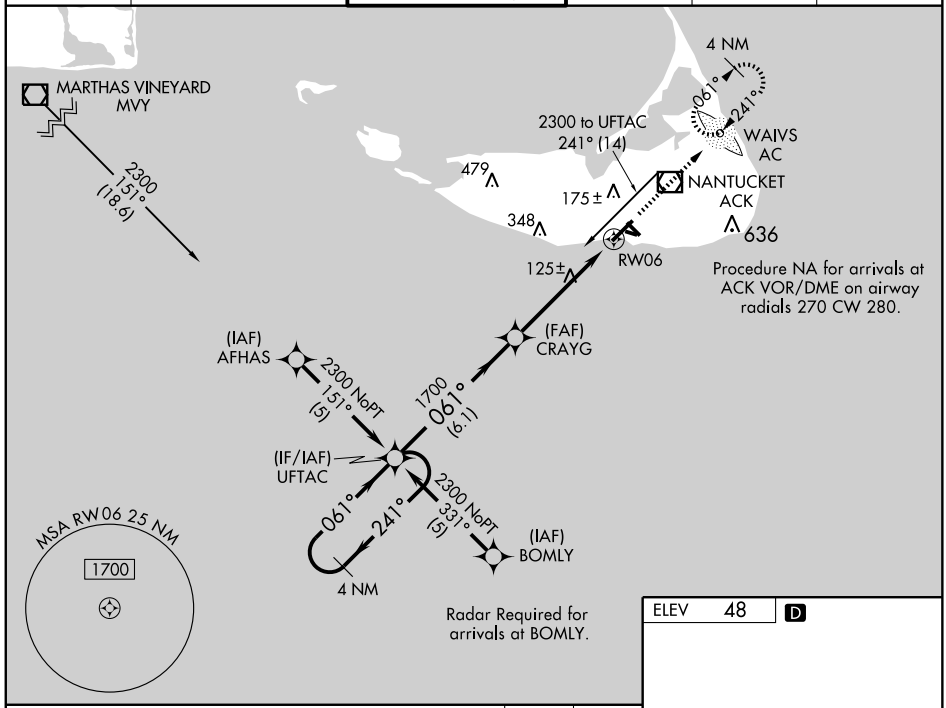
RNAV (GPS) RWY 6
NANTUCKET MEMORIAL (ACK)

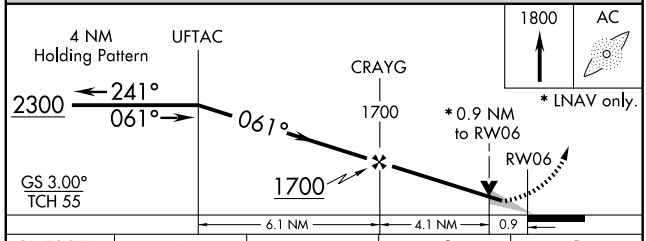
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats visibility to RVR 5000, LNAV/VNAV all Cats and LNAV Cats C and D visibility to RVR 6000. Baro-VNAV and VDP NA when using Hyannis altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C when using Hyannis altimeter setting.

MALSF

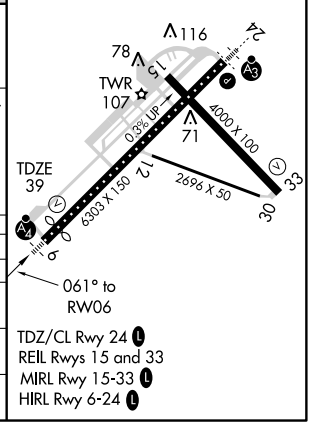
MISSED APPROACH: Climb to 1800 direct WAIVS LOM and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95





CATEGORY	A	B	C	D
LPV DA	239/40 200 (200-¾)			
LNAV/VNAV DA	352/40 313 (400-¾)			352/50 313 (400-1)
LNAV MDA	380/40 341 (400-¾)			380/50 341 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6303
CH 93612	241°	TDZE	48
W24A		Apt Elev	48

RNAV (GPS) RWY 24

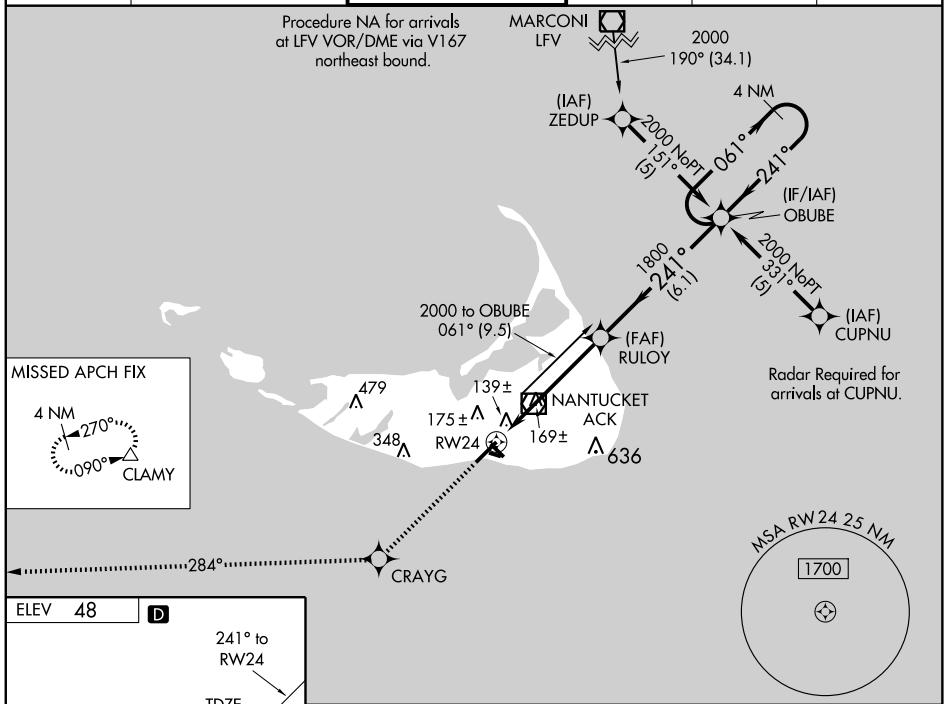
NANTUCKET MEMORIAL (ACK)

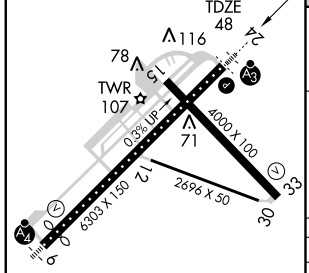
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting. For inoperative SSALR, increase LNAV Cat D visibility to RVR 6000. For inoperative SSALR when using Hyannis altimeter setting, increase LPV all Cats visibility to RVR 5000.

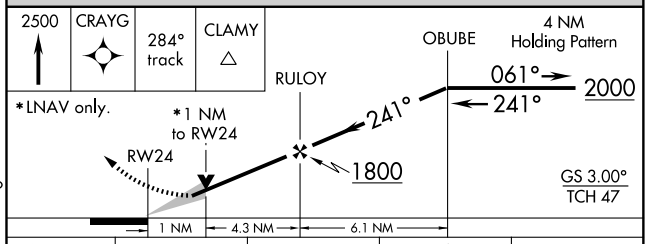
SSALR

MISSED APPROACH: Climb to 2500 direct CRAYG and via 284° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95







CATEGORY	A	B	C	D
LPV DA	248/24 200 (200-½)			
LNAV/VNAV DA	435/40 387 (400-¾)			
LNAV MDA	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
331°	TDZE	44
	Apt Elev	48

RNAV (GPS) RWY 33

NANTUCKET MEMORIAL (ACK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase LNAV Cats C and D visibility ¼ mile.
VDP NA when using Hyannis altimeter setting.

MISSED APPROACH: Climb to 2500 direct CEROD and left turn via 260° track to CLAMY and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95

MARCONI LFV

Procedure NA for arrivals at LFV VOR/DME via V167 northeast bound.

2000 184° (51.7)

MISSED APCH FIX
4 NM
270°
090°
CLAMY

CEROD

NANTUCKET ACK

MSA RW33 25 NM
1700

479 ∧
175± ∧
348 ∧
2000 161° (112.2)
636 ∧
260°
RW33
GADRE 2 NM to RW33
125±
(FAF) HIKSO
1800 331° (6.1)
(IAF) EVPAW
2000 NoPT 241° (5)
151°
331°
4 NM
2000 NoPT 061° (5)
(IAF) FARGU
(IF/IAF) DUPKE

CLAMY
2500 121° (27.5)

W-105A

ELEV 48 D

116 ∧
78 ∧
TWR 107
71 ∧
0.3% UP
4000 X 100
TDZE 44
2696 X 50
6303 X 150
24
15
12
06
33
30
A3
A2

331° to RW33

2500	CEROD	260° trk	CLAMY

DUPKE
4 NM Holding Pattern
HIKSO
GADRE 2 NM to RW33
3.05° TCH 43
0.9 NM to RW33
RW33
331°
151°
331°
2000
1800
720
0.9
1.1 NM
3.3 NM
6.1 NM

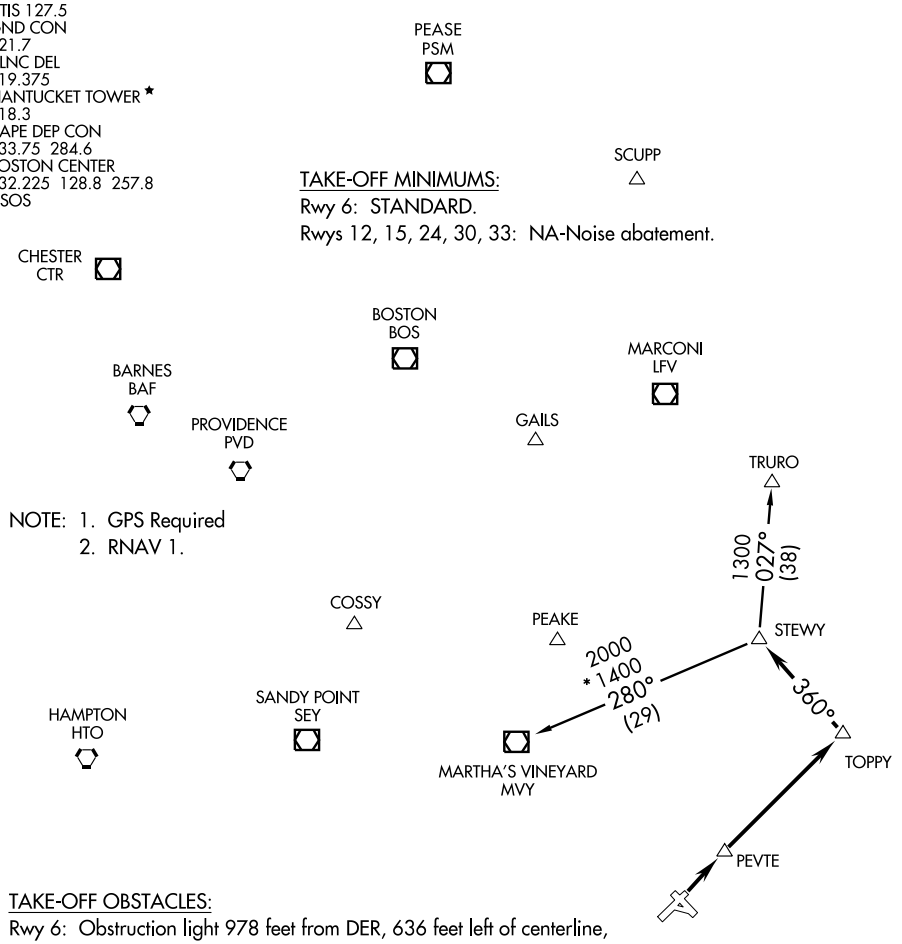
CATEGORY	A	B	C	D
LNAV MDA	380-1 336 (400-1)			
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

STEWY ONE DEPARTURE (RNAV)

ATIS 127.5
GND CON
121.7
CLNC DEL
119.375
NANTUCKET TOWER ★
118.3
CAPE DEP CON
133.75 284.6
BOSTON CENTER
132.225 128.8 257.8
ASOS

TAKE-OFF MINIMUMS:
Rwy 6: STANDARD.
Rwys 12, 15, 24, 30, 33: NA-Noise abatement.



NOTE: 1. GPS Required
2. RNAV 1.

TAKE-OFF OBSTACLES:
Rwy 6: Obstruction light 978 feet from DER, 636 feet left of centerline, 14 feet AGL/73 feet MSL,
Trees, 1827 feet from DER, 480 feet right of centerline, 15 feet AGL/75 feet MSL,
Multiple trees beginning 3586 feet from DER, 1134 feet left of centerline up to 60 feet AGL/139 feet MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

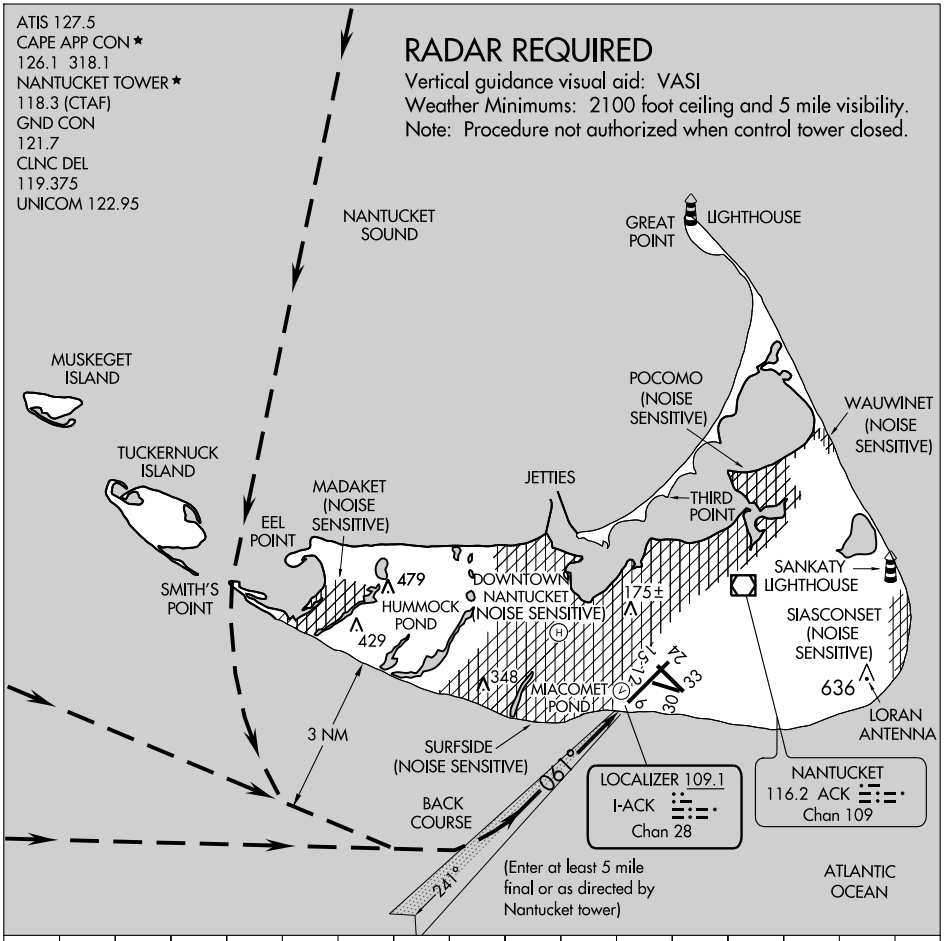
TAKE-OFF RUNWAY 6: Climb to 2000 direct PEVTE, direct TOPPY, then via 360° track to STEWY, thence. . .
. . .via transition/route or assigned fix. Expect filed altitude 10 minutes after departure.

TRURO TRANSITION (STEWY1.TRURO): From over STEWY INT via 027° track to TRURO INT.
MVY TRANSITION (STEWY1.MVY): From over STEWY INT via 280° track to MVY VOR/DME.

TUCKERNUCK VISUAL RWY 6

AL-659 (FAA)

NANTUCKET MEMORIAL (ACK)
NANTUCKET, MASSACHUSETTS



ACK VOR/DME	APP CRS	Rwy Idg	6303
116.2	240°	TDZE	48
Chan 109		Apt Elev	48

VOR RWY 24

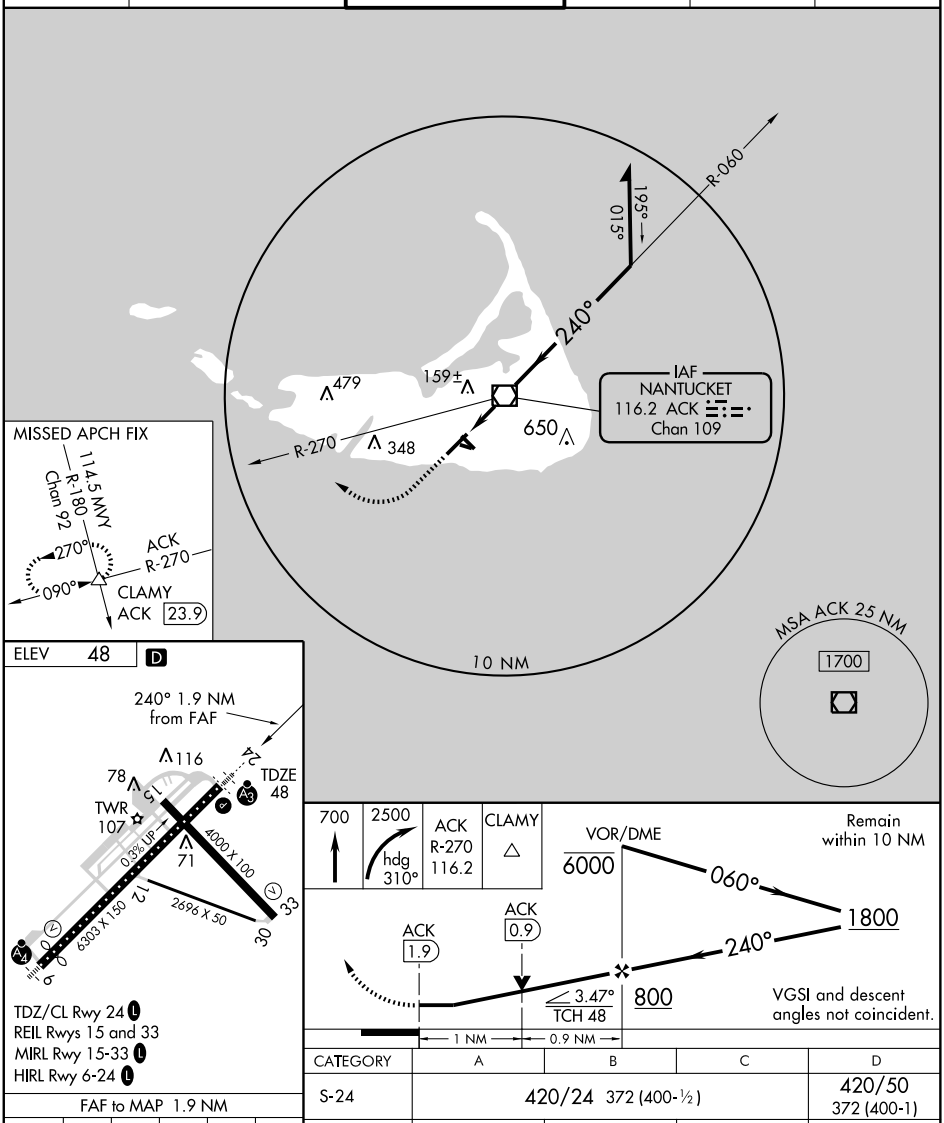
NANTUCKET MEMORIAL (ACK)

When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet; increase S-24 Cat C visibility to RVR 4000. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

SSALR

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via heading 310° and ACK VOR/DME R-270 to CLAMY INT/ACK 23.9 DME and hold.

ATIS	CAPE APP CON ★	NANTUCKET TOWER ★	GND CON	CLNC DEL	UNICOM
127.5	126.1 318.1	118.3 (CTAF) L	121.7	119.375	122.95



TDZ/CL Rwy 24 L
REIL Rwys 15 and 33
MIRL Rwy 15-33 L
HIRL Rwy 6-24 L

FAF to MAP	1.9 NM				
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
S-24	420/24 372 (400-½)			420/50 372 (400-1)
CIRCLING	440-1 392 (400-1)	500-1 452 (500-1)	500-1½ 452 (500-1½)	600-2 552 (600-2)

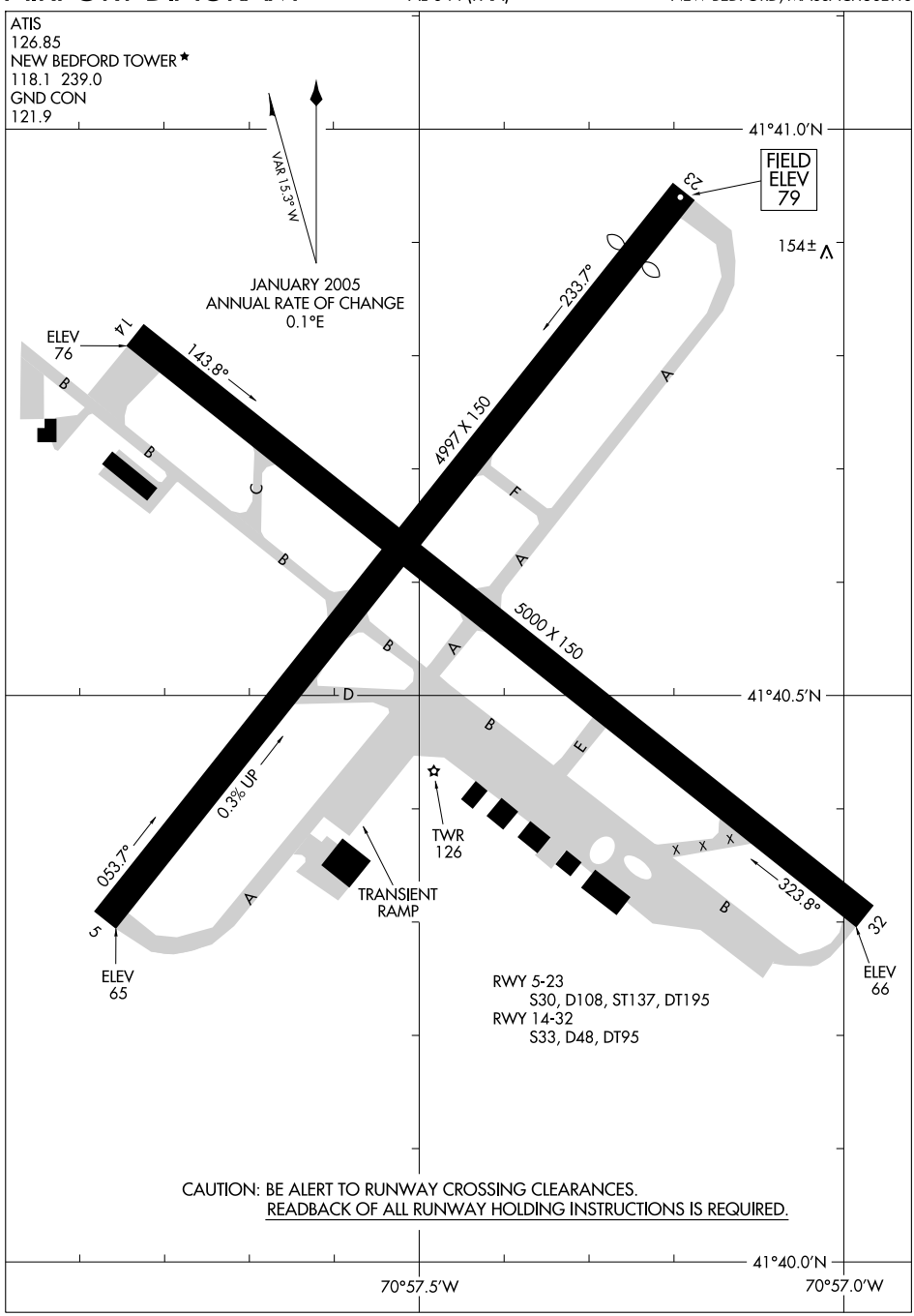
NE-1. 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-644 (FAA)

NEW BEDFORD RGNL (EWB)
NEW BEDFORD, MASSACHUSETTS



NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-EWB	APP CRS	Rwy Idg	4997
109.7	054°	TDZE	72
Chan 34		Apt Elev	80

ILS or LOC RWY 5

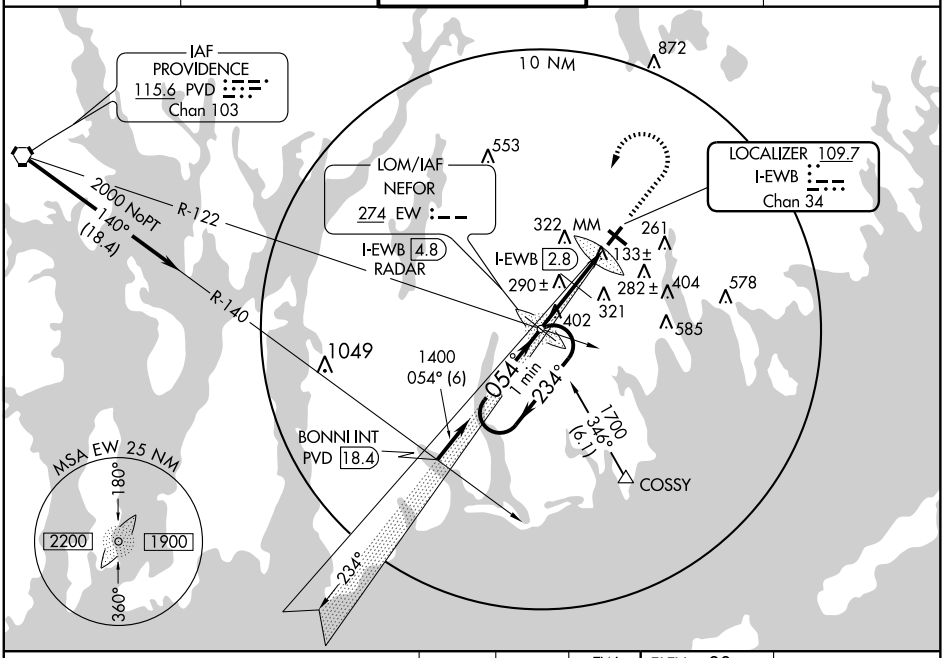
NEW BEDFORD RGNL (EWB)

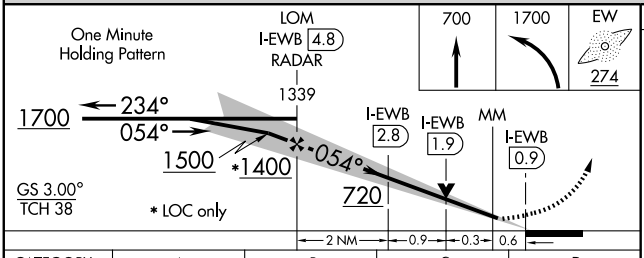
Auto coupled approach NA below 470. ADF required.

MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

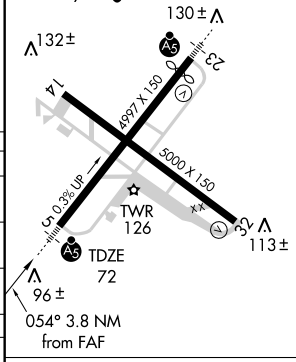




CATEGORY	A	B	C	D
S-ILS 5	272/24 200 (200-½)			
S-LOC 5	720/24 648 (700-½)		720/60 648 (700-1¼)	720-1½ 648 (700-1½)
CIRCLING	720-1 640 (700-1)		720-1¾ 640 (700-1¾)	720-2 640 (700-2)
DME MINIMUMS				
S-LOC 5	420/24 348 (400-½)			420/40 348 (400-¾)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

ELEV 80

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L



FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-EWB	APP CRS	Rwy Idg	4583
109.7	234°	TDZE	78
Chan 34		Apt Elev	80

LOC BC RWY 23

NEW BEDFORD RGNL (EWB)

For inoperative MALSR, increase S-23 visibility ¼ mile all Cats.

MALSR

MISSED APPROACH: Climb to 1700 via I-EWB SW course to NEFOR LOM/Int/I-EWB 4.8 DME/RADAR and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95

BACK COURSE
RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-EWB
Chan 34

FURBS
I-EWB 9.8

CUSON OM
I-EWB 4.6
RADAR

R-4101

115.6 PVD
Chan 103

R-122

LOM
NEFOR
274 EW

NEFOR INT
I-EWB 4.8/RADAR

1049

MSA EW 25 NM
180°
2200
1900
360°

ELEV 80

234° 4.7 NM from FAF

TDZE 78

4997 X 150

5000 X 150

0.3% UP

TWR 126

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

1700
I-EWB SW CRS

EW
274

CUSON OM
I-EWB 4.6
RADAR

FURBS
I-EWB 9.8

2000

1900

I-EWB 0.5

3.51°
TCH 50

VGSI and descent angle not coincident.

Disregard GS indications.

0.6 4.1 NM 5.2 NM

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-23	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1, 03 JUN 2010 to 01 JUL 2010

LOM EW	APP CRS	Rwy Idg	4997
274	055°	TDZE	72
		Apt Elev	80

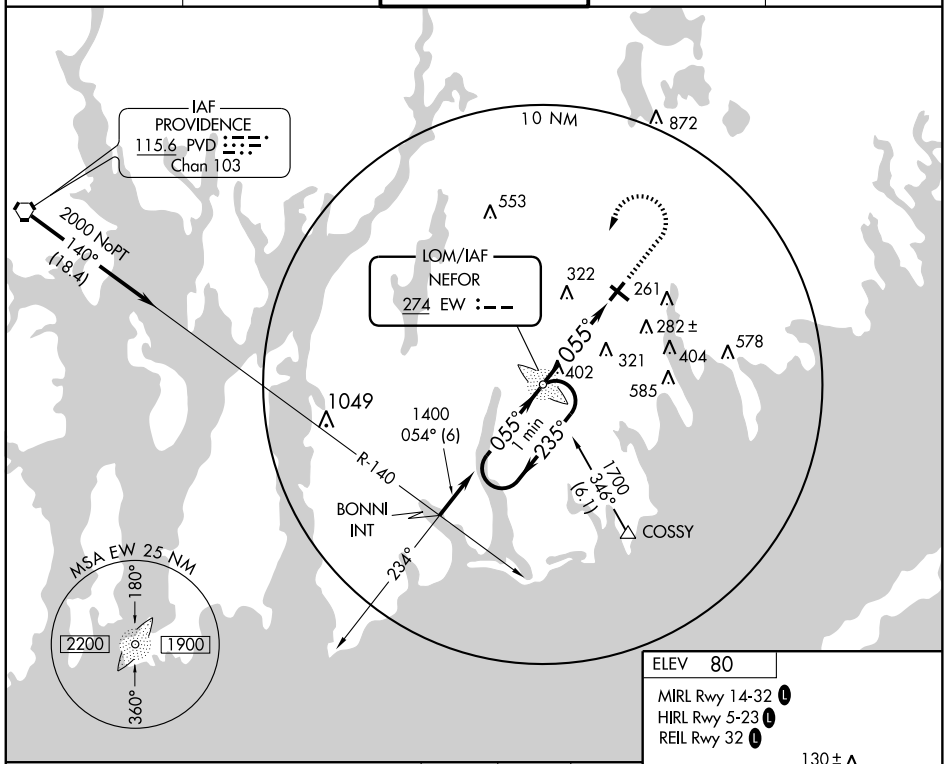
NDB RWY 5

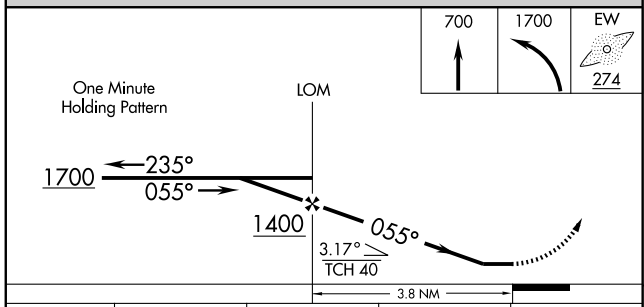
NEW BEDFORD RGNL (EWB)

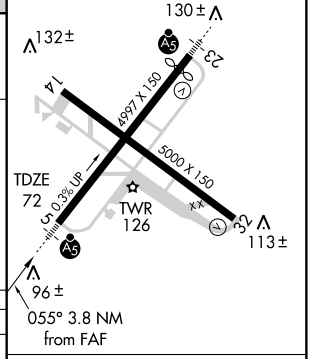
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 1700 direct NEFOR LOM and hold.

ATIS	PROVIDENCE APP CON ★	NEW BEDFORD TOWER ★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
S-5	640/40	568 (600-¾)	640/50 568 (600-1)	640-1½ 568 (600-1½)
CIRCLING	640-1	560 (600-1)	640-1½ 560 (600-1½)	640-2 560 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4997
054°	TDZE	72
	Apt Elev	80

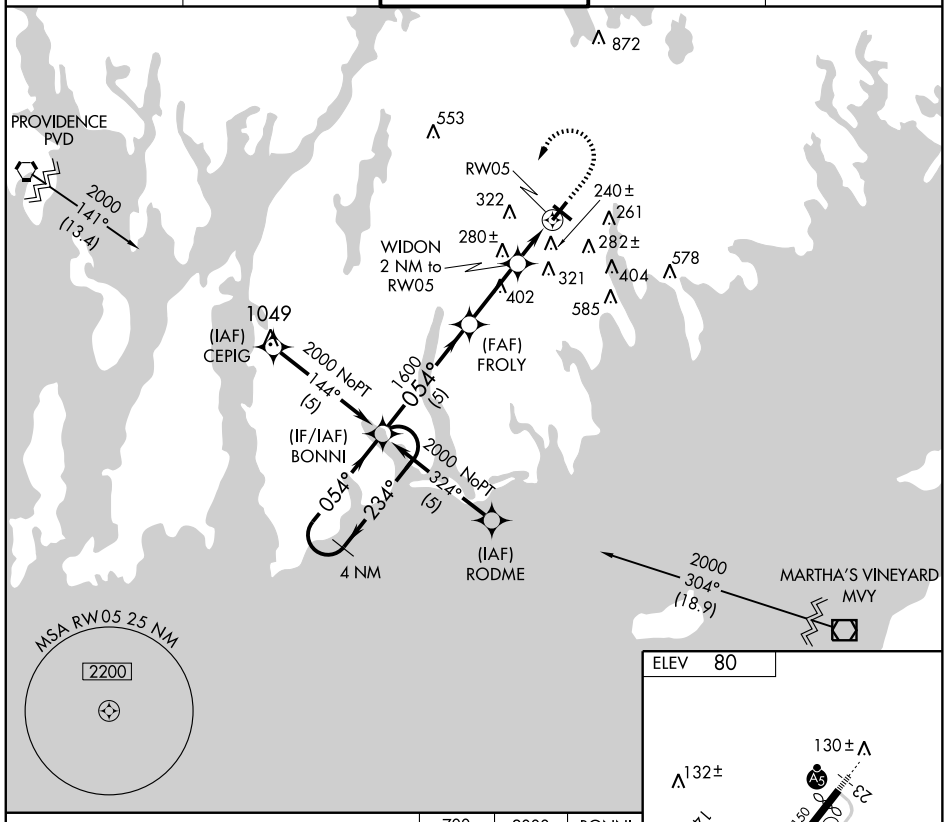
RNAV (GPS) RWY 5
NEW BEDFORD RGNL (EWB)

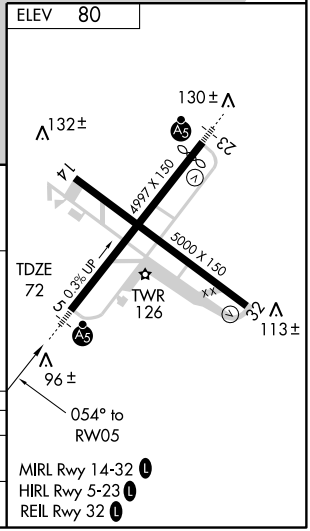
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

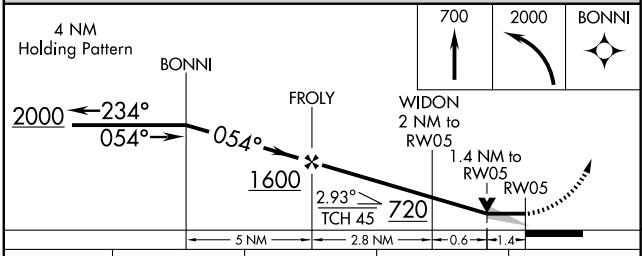
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	540/24 468 (500-½)		540/40 468 (500-¾)	540/50 468 (500-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4583
234°	TDZE	78
	Apt Elev	80

RNAV (GPS) RWY 23

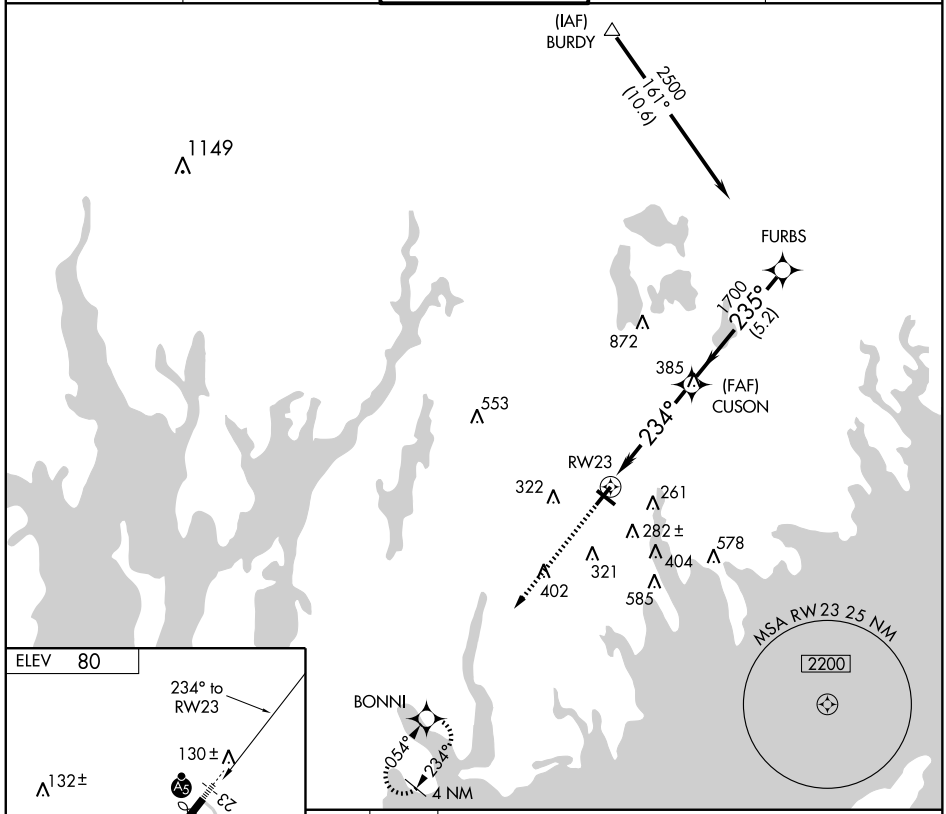
NEW BEDFORD RGNL (EWB)

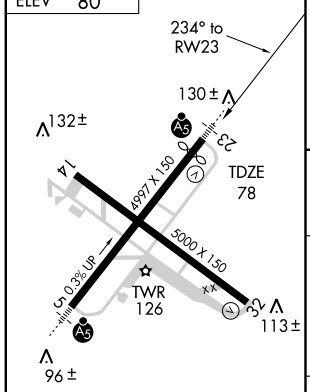
For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1, Cat D to 1¼. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

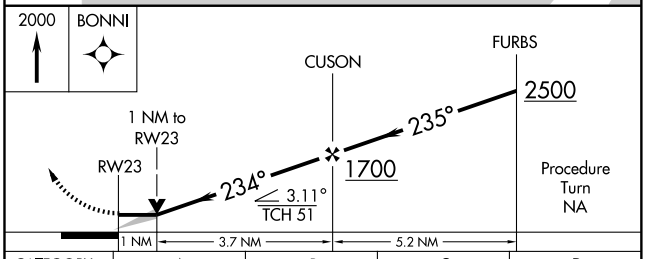
MALSR

MISSED APPROACH: Climb to 2000 direct to BONNI WP and hold.

ATIS	PROVIDENCE APP CON★	NEW BEDFORD TOWER★	GND CON	UNICOM
126.85	128.7 269.525	118.1 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-¾ 382 (400-¾)			460-1 382 (400-1)
CIRCLING	620-1 540 (600-1)		640-1½ 560 (600-1½)	640-2 560 (600-2)

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwy 32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

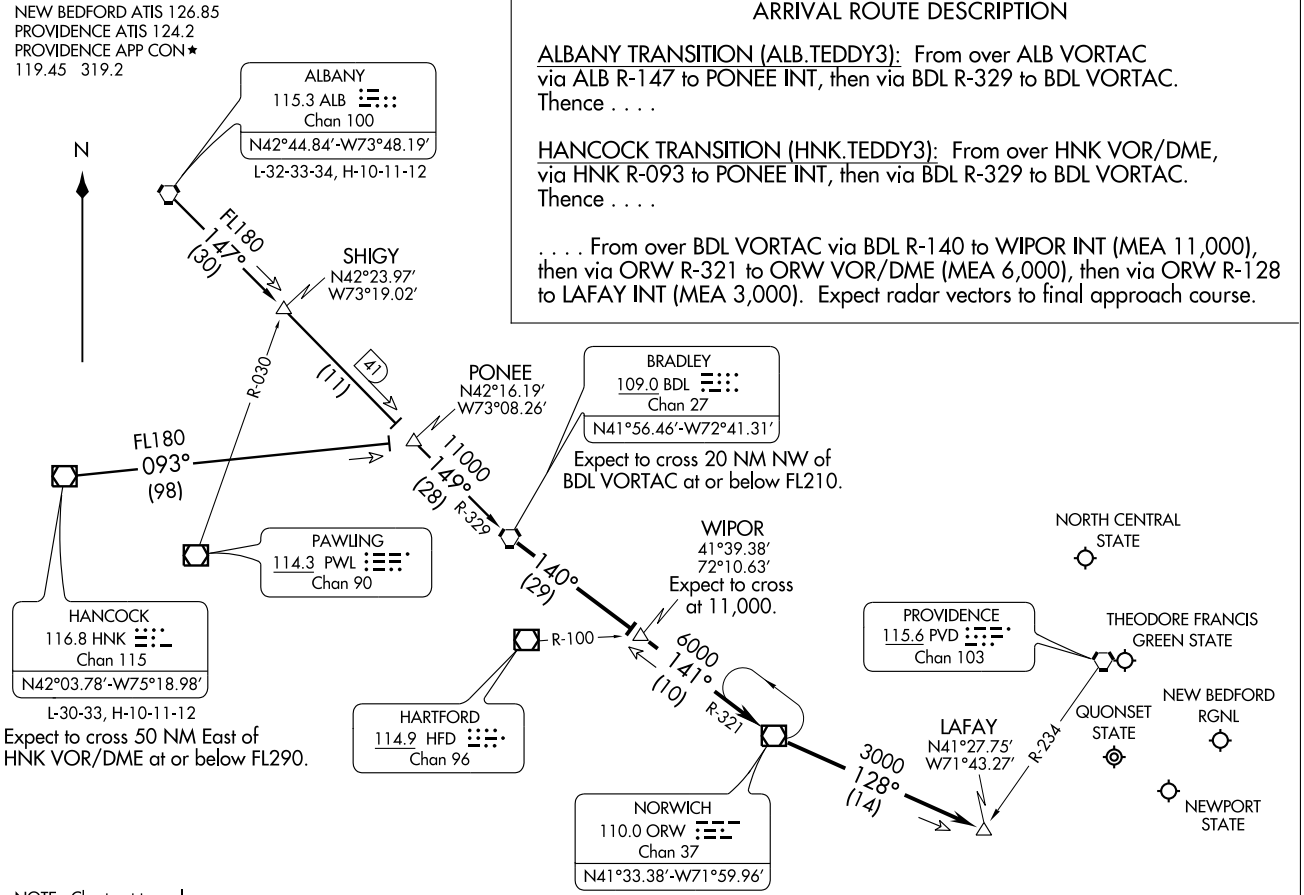
NEW BEDFORD ATIS 126.85
PROVIDENCE ATIS 124.2
PROVIDENCE APP CON★
119.45 319.2

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.TEDDY3): From over ALB VORTAC via ALB R-147 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence

HANCOCK TRANSITION (HNK.TEDDY3): From over HNK VOR/DME, via HNK R-093 to PONEE INT, then via BDL R-329 to BDL VORTAC. Thence

. . . . From over BDL VORTAC via BDL R-140 to WIPOR INT (MEA 11,000), then via ORW R-321 to ORW VOR/DME (MEA 6,000), then via ORW R-128 to LAFAY INT (MEA 3,000). Expect radar vectors to final approach course.



NOTE: Chart not to scale.

APP CRS	Rwy Idg	3365
143°	TDZE	121
	Apt Elev	121

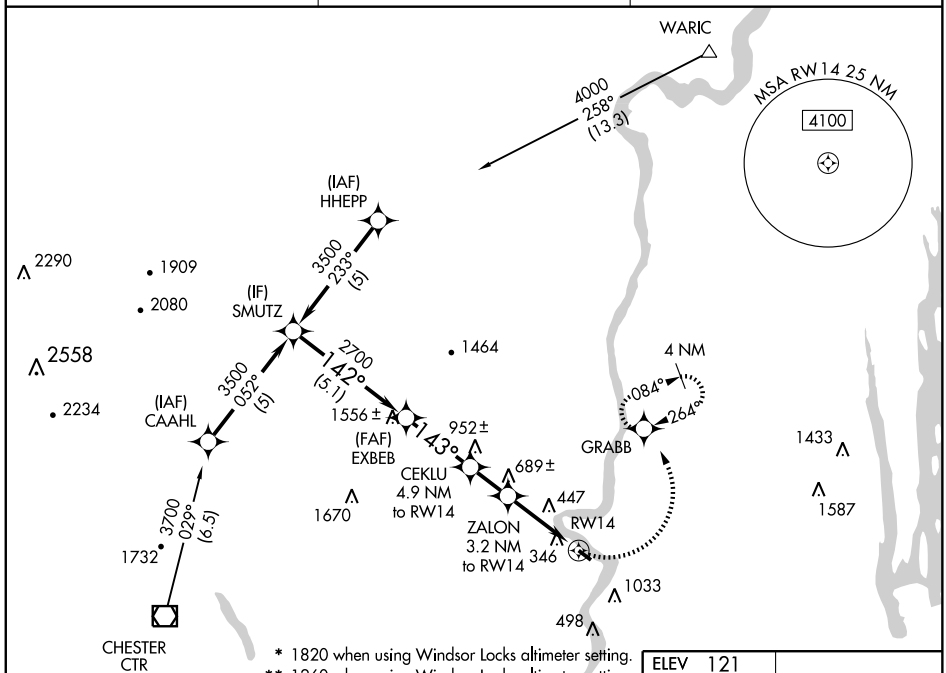
RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

NA

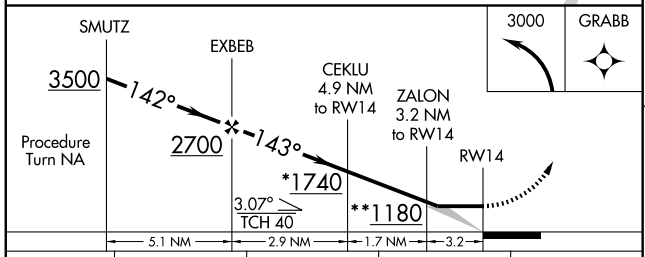
DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.

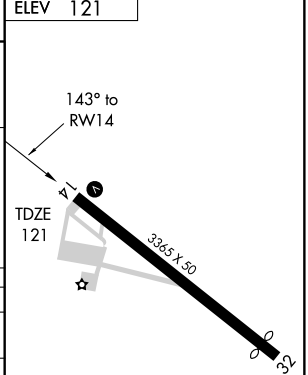
BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L



* 1820 when using Windsor Locks altimeter setting.
** 1260 when using Windsor Locks altimeter setting.



CATEGORY	A	B	C	D
LNAV MDA	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
CIRCLING	940-1 819 (900-1)	940-1¼ 819 (900-1¼)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1020-1¼ 899 (900-1¼)		NA	
CIRCLING	1020-1¼ 899 (900-1¼)		NA	



HIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	039°	TDZE	N/A
Chan 77		Apt Elev	121

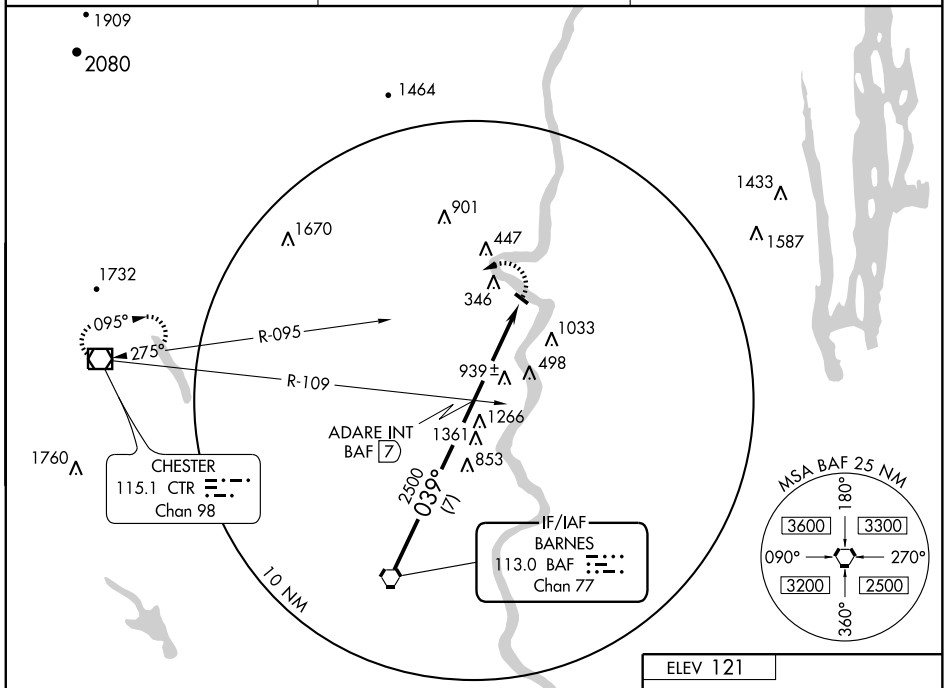
VOR-A
NORTHAMPTON (7B2)

Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

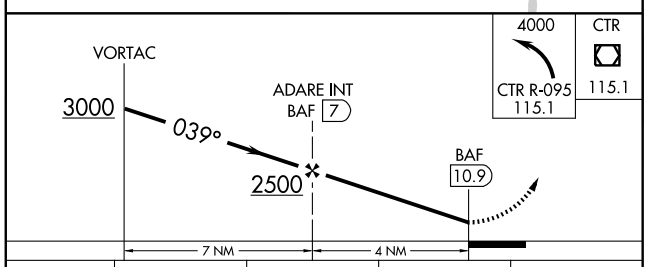
NA

MISSED APPROACH: Climbing left turn to 4000 via CTR VOR/DME R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L

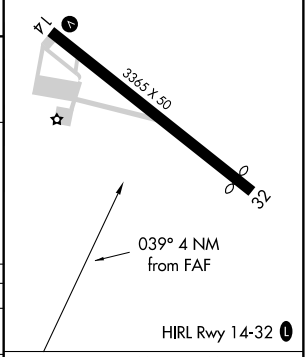


RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1419 (1500-1¼)	1540-1½ 1419 (1500-1½)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1¼ 1499 (1500-1¼)	1620-1½ 1499 (1500-1½)	NA	

ELEV 121



HIRL Rwy 14-32 L

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC BAF	APP CRS	Rwy Idg	N/A
113.0	219°	TDZE	N/A
Chan 77		Apt Elev	122

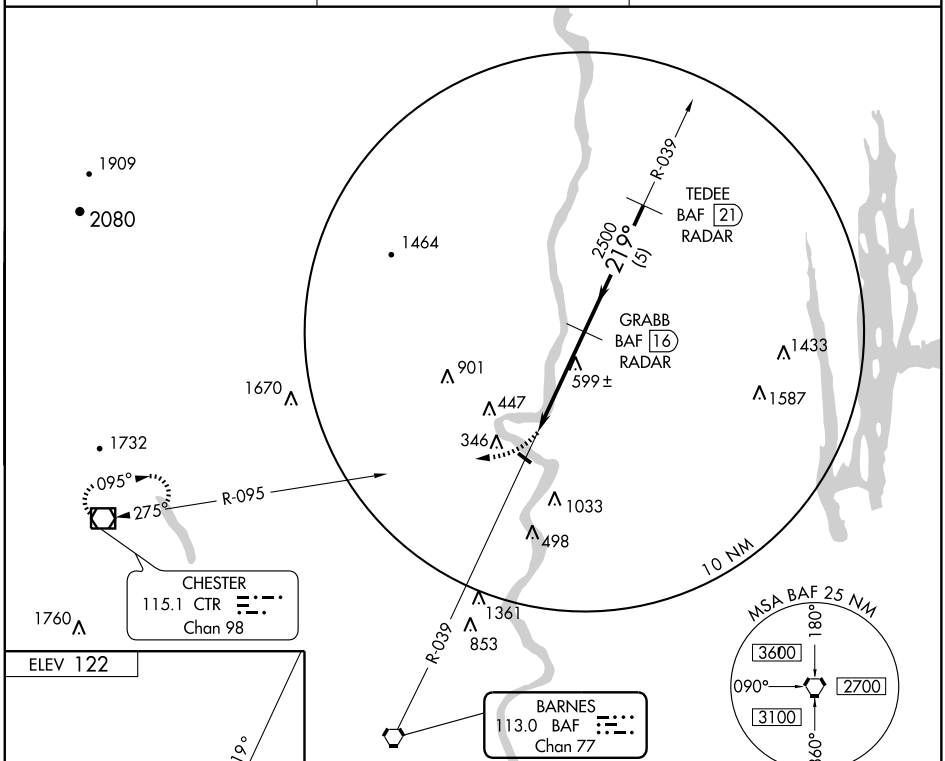
VOR/DME-B
NORTHAMPTON (7B2)

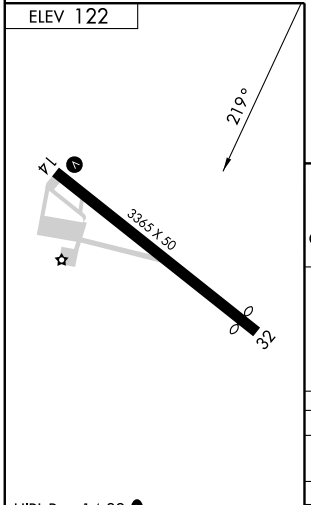
Obtain local altimeter on CTAF; when not received, use Windsor Locks altimeter setting.

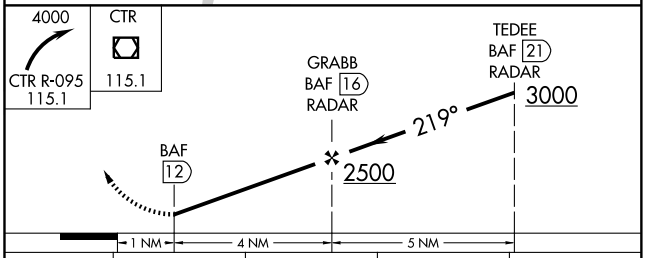
NA

MISSED APPROACH: Climbing right turn to 4000 via CTR R-095 to CTR VOR/DME and hold.

BRADLEY APP CON	CLNC DEL	UNICOM
125.35 281.5	133.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	980-1 858 (900-1)	980-1¼ 858 (900-1¼)	NA	
WINDSOR LOCKS ALTIMETER SETTING MINIMUMS				
CIRCLING	1040-1¼ 918 (1000-1¼)		NA	

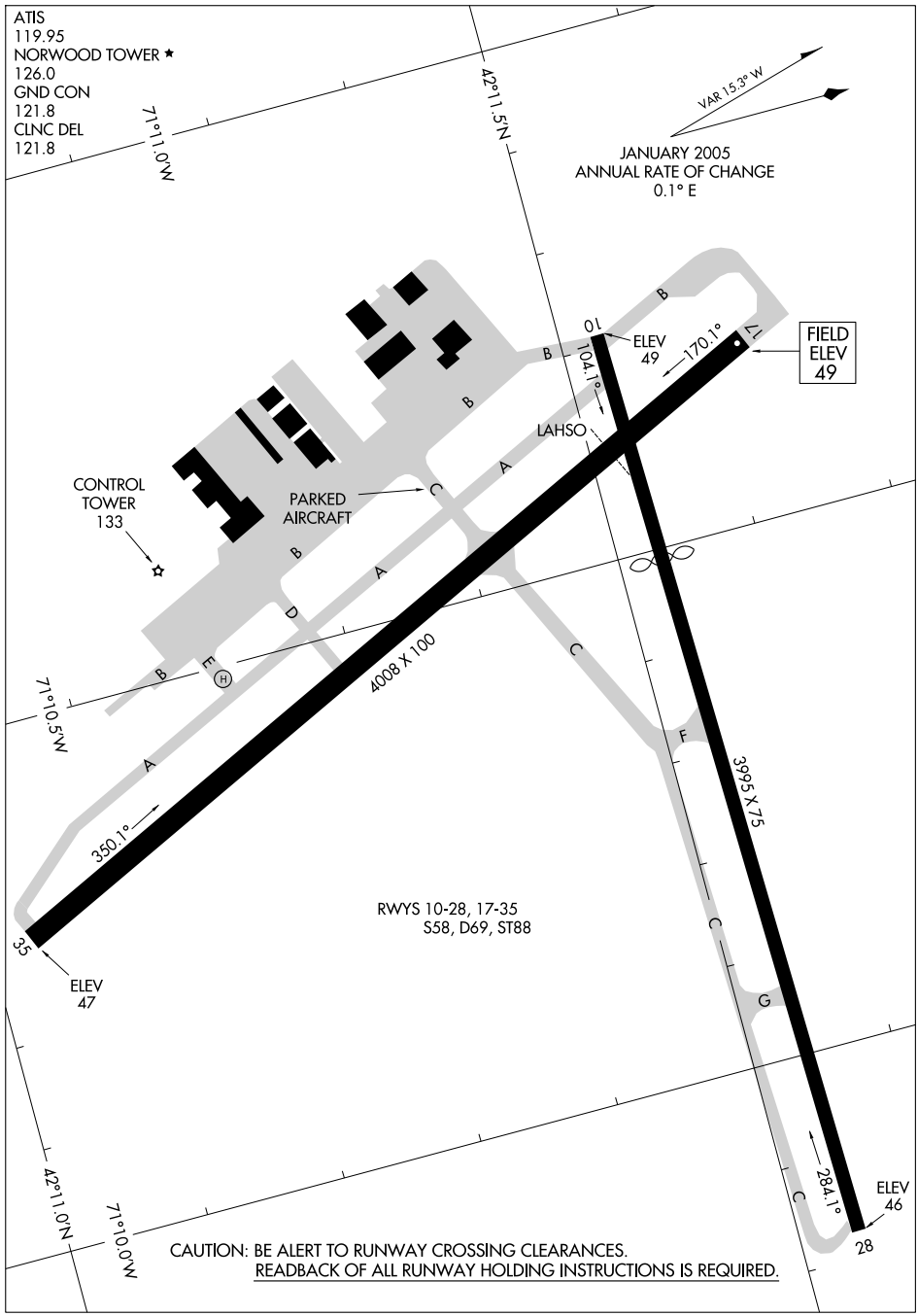
HIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-725 (FAA)

NORWOOD MEMORIAL (OWD)
NORWOOD, MASSACHUSETTS



NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OWD	APP CRS	Rwy Idg	4008
108.3	350°	TDZE	49
Chan 20		Apt Elev	49

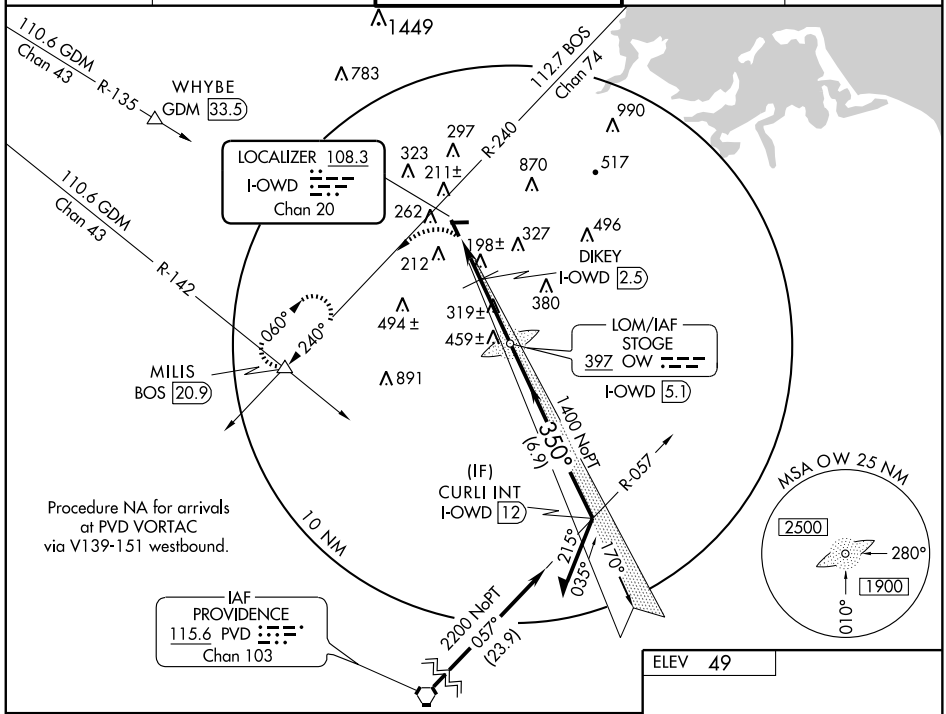
LOC RWY 35
NORWOOD MEMORIAL (OWD)

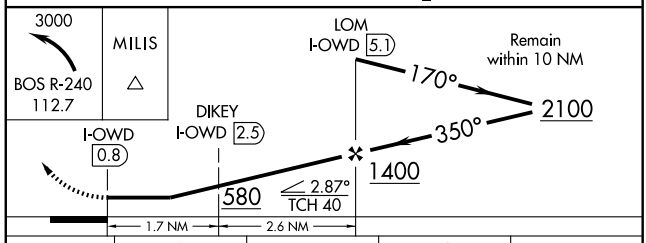
Circling to Rwy 10/28 NA at night.
Inoperative table does not apply to Cat C.

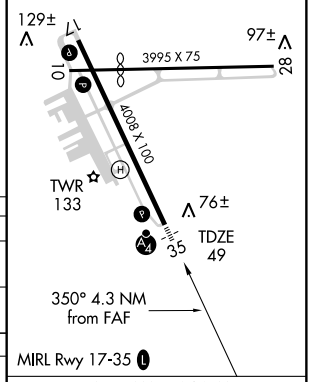
MALSF

MISSED APPROACH: Climbing left turn to 3000 via BOS VOR/DME R-240 to MILIS INT/BOS 20.9 DME and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1 263.1	126.0 (CTAF) L	121.8	121.8







CATEGORY	A	B	C	D
S-35	580-¾ 531 (600-¾)		580-1½ 531 (600-1½)	580-1¾ 531 (600-1¾)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)
DIKEY FIX MINIMUMS				
S-35	500-¾ 451 (500-¾)		500-1¼ 451 (500-1¼)	500-1½ 451 (500-1½)
CIRCLING	600-1 551 (600-1)		640-1½ 591 (600-1½)	680-2 631 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1, 03 JUN 2010 to 01 JUL 2010

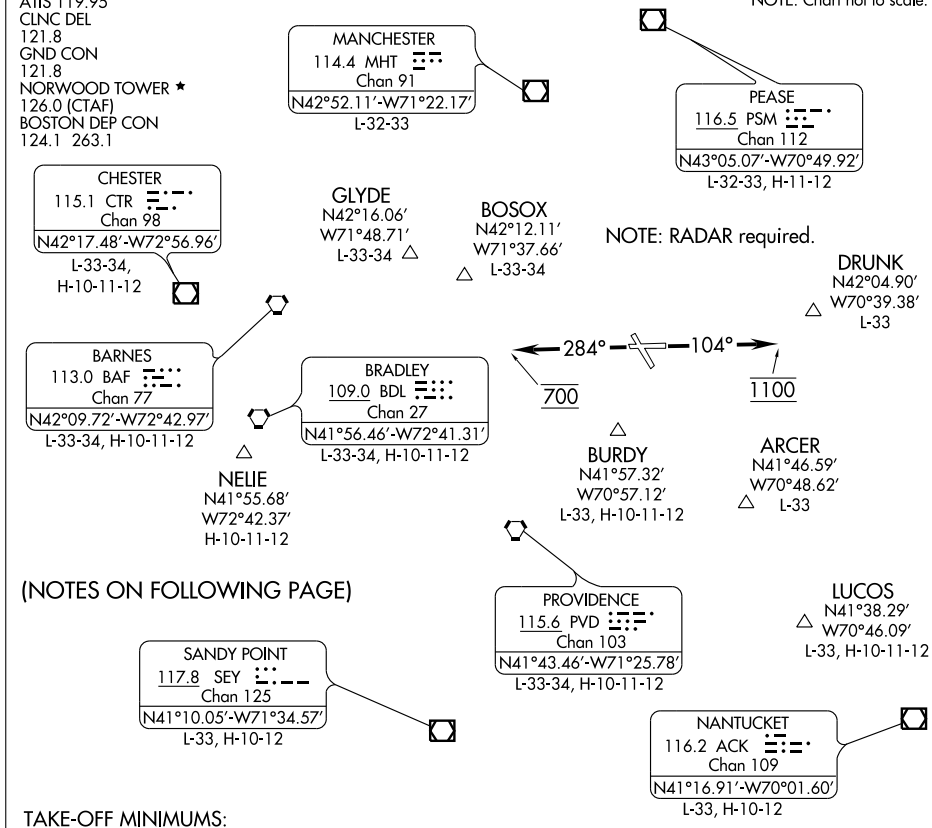
NORWOOD EIGHT DEPARTURE

SL-725 (FAA)

NORWOOD MEMORIAL (OWD)
NORWOOD, MASSACHUSETTS

ATIS 119.95
CLNC DEL
121.8
GND CON
121.8
NORWOOD TOWER ★
126.0 (CTAF)
BOSTON DEP CON
124.1 263.1

NOTE: Chart not to scale.



(NOTES ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwy 10, 300-2 ¼ or STANDARD with minimum climb of 340′ per NM to 400.
Rwy 17, 300-2 ¼ or STANDARD with minimum climb of 220′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later then 1600′ prior to departure end of runway.
Rwy 28, 400-2 or STANDARD with minimum climb of 385′ per NM to 400.
Rwy 35, 300-2 or STANDARD with minimum climb of 230′ per NM to 500, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later thatn 2100′ prior to departure end of runway.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 104° to 1100, then as assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 17: Climb on assigned heading for radar vectors to assigned NAVAID/FIX, Thence . . .
TAKE-OFF RUNWAY 28: Climb heading 284° to 700, then assigned by ATC, Thence . . .
TAKE-OFF RUNWAY 35: Climb heading 280° to 330° as assigned by ATC, Thence . . .

. . . All aircraft expect radar vectors to appropriate depicted NAVAID/FIX. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

NE-1, 03 JUN 2010 to 01 JUL 2010

TAKE-OFF OBSTACLES:

Rwy 10: Trees and bushes beginning abeam DER, 177′ right of centerline, up to 100′ AGL/178′ MSL. Tree 4488′ from DER, 911′ right of centerline, up 100′ AGL/237′ MSL. Tree 5428′ from DER, 1946′ right of centerline, 100′ AGL/267′ MSL. Trees beginning abeam DER, 34′ left of centerline, up to 100′ AGL/149′ MSL. Tree 1.9 NM from DER, 2124′ left of centerline, 100′ AGL/346′ MSL.

Rwy 17: Trees beginning 42′ from DER, 248′ left of centerline, up to 78′ AGL/126′ MSL. Tree 1.2 NM from DER, 2183′ left of centerline, 100′ AGL/257′ MSL. Trees beginning 612′ from DER, 155′ right of centerline, up to 100′ AGL/198′ MSL. Tree 1.8 NM from DER, 3301′ right of centerline, 100′ AGL/346′ MSL.

Rwy 28: Trees beginning 594′ from DER, 41′ left of centerline, up to 70′ AGL/188′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Stack spire, rod on stack, light, antenna, and power poles beginning 202′ from DER, 211′ left of centerline, up to 99′ AGL/335′ MSL. Building 173′ from DER, 514′ left of centerline, 30′ AGL/79′ MSL. Vehicle on highway 1499′ from DER, 877′ left of centerline, 17′ AGL/105′ MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225′ from DER, 301′ right of centerline, up to 70′ AGL/335′ MSL. Vehicle on highway 1316′ from DER, 459′ right of centerline, 17′ AGL/85′ MSL. Building 1016′ from DER 59′ right of centerline, 30′ AGL/89′ MSL. Tower 4466′ from DER, 238′ right of centerline, 157′ AGL/262′ MSL. Tree 1.7 NM from DER, 673′ right of centerline,100′ AGL/365′ MSL.
Trees 549′ from DER, 49′ right of centerline, up to 70′ AGL/188′ MSL.

Rwy 35: Trees beginning 647′ from DER, 36′ left of centerline, up to 74′ AGL/133′ MSL. Tree 1.4 NM from DER, 2382′ left of centerline, up to 100′ AGL/306′ MSL. Tree 1.7 NM from DER, 2657′ left of centerline, up to 100′ AGL/316′ MSL. Buildings 1994′ from DER, 1031′ left of centerline, up to 70′ AGL/129′ MSL. Trees beginning 694′ from DER, 60′ right of centerline, up to 73′ AGL/125′ MSL. Poles beginning 5686′ from DER, 769′ right of centerline, up to 148′ AGL/216′ MSL.

WAAS	APP CRS	Rwy Idg	4008
CH 86400	350°	TDZE	49
W35A		Apt Elev	49

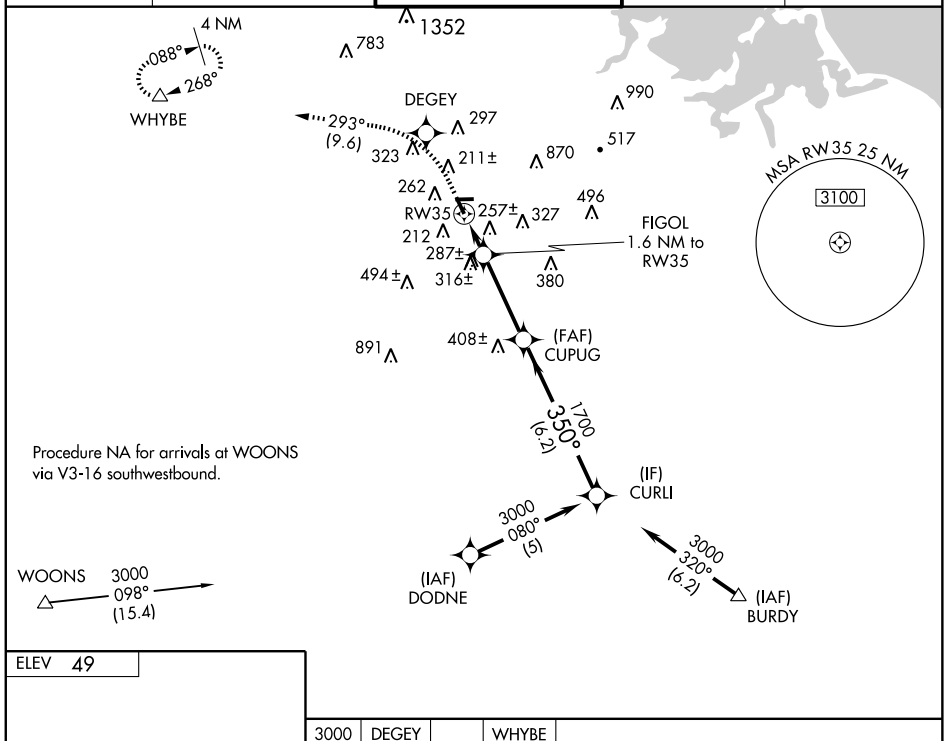
RNAV (GPS) RWY 35
NORWOOD MEMORIAL (OWD)

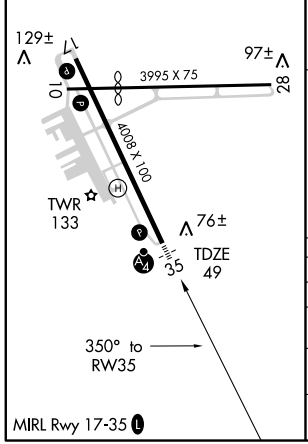
Circling to Rwy 28 NA at night. Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

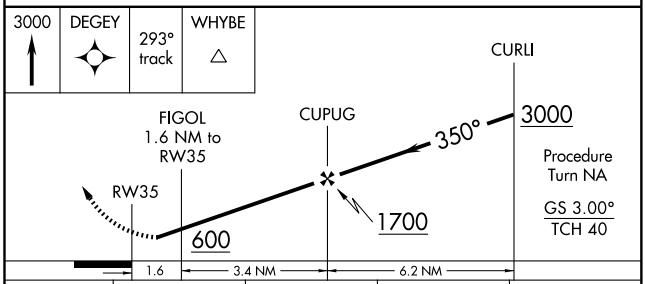
MALSF

MISSED APPROACH: Climb to 3000 direct DEGEY WP and via 293° track to WHYBE WP and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON		NORWOOD TOWER ★	GND CON	CLNC DEL
119.95	124.1	263.1	126.0 (CTAF) L	121.8	121.8

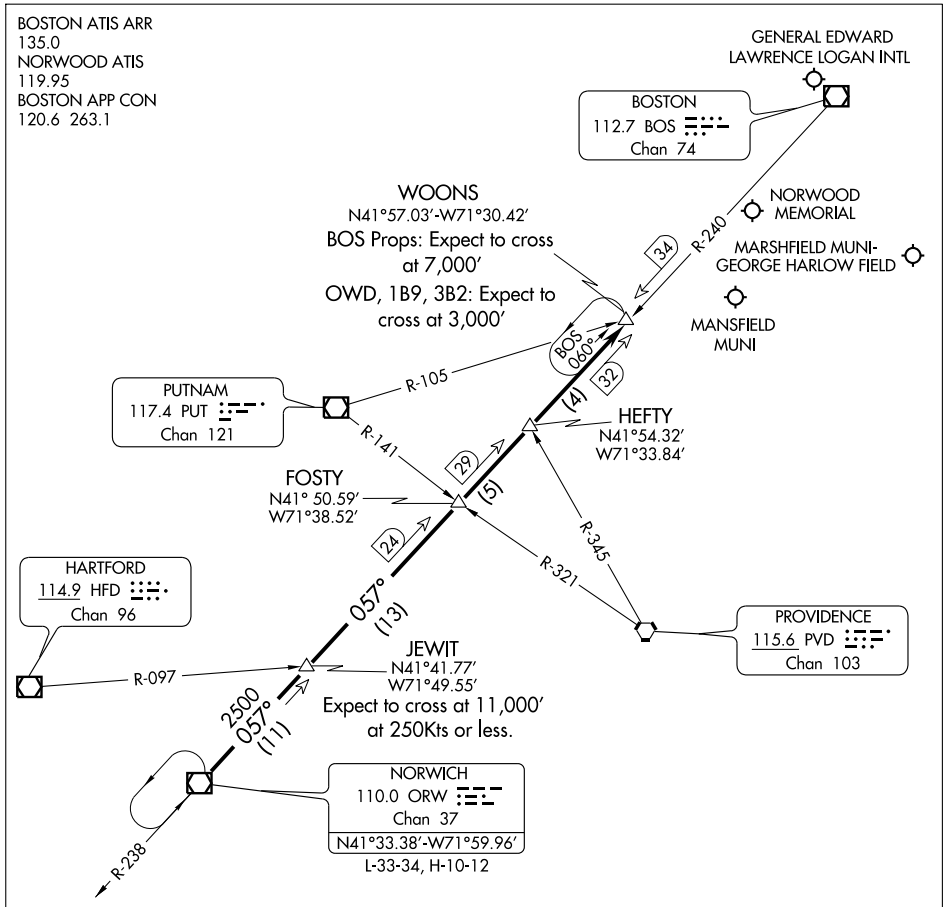






CATEGORY	A	B	C	D
LPV DA	344-1 295 (300-1)			
LNAV/VNAV DA	594-2 545 (600-2)			
LNAV MDA	540-¾ 491 (500-¾)		540-1¼ 491 (500-1¼)	540-1½ 491 (500-1½)
CIRCLING	600-2 551 (600-2)		640-2 591 (600-2)	680-2 631 (700-2)

WOONS ONE ARRIVAL



NOTE: Chart not to scale

NOTE: Applicable to props landing BOS and all aircraft landing OWD, 1B9 and GHG. Applicable 11,000 feet and above.

From over ORW VOR/DME via ORW R-057 to WOONS INT. Expect radar vectors to final.

NE-1, 03 JUN 2010 to 01 JUL 2010

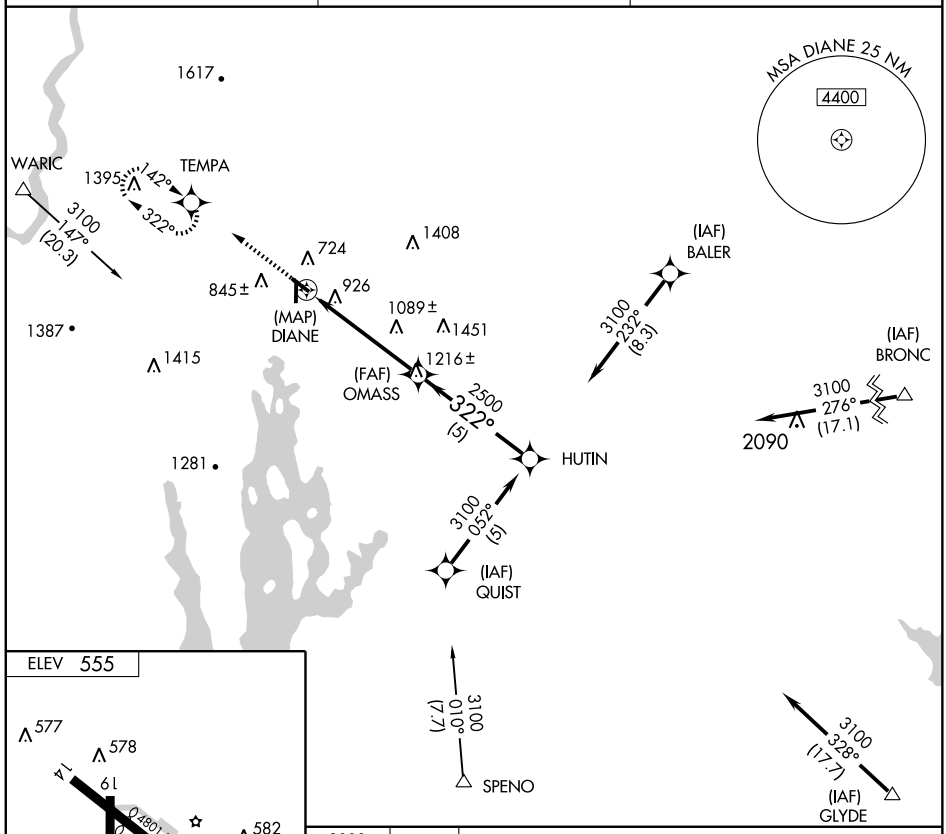
APP CRS	Rwy Idg	3142
322°	TDZE	550
	Apt Elev	555

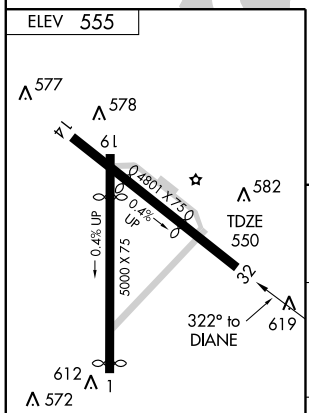
GPS RWY 32
ORANGE MUNI (ORE)

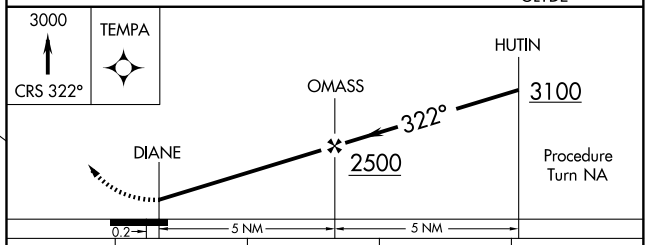
NA

MISSED APPROACH: Climb to 3000 via 322° course to TEMPA WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1480-1¼ 930 (1000-1¼)		1480-2¾ 930 (1000-2¾)	NA
CIRCLING	1480-1¼ 925 (1000-1¼)		1480-2¾ 925 (1000-2¾)	NA

MIRL Rwys 1-19 and 14-32 L

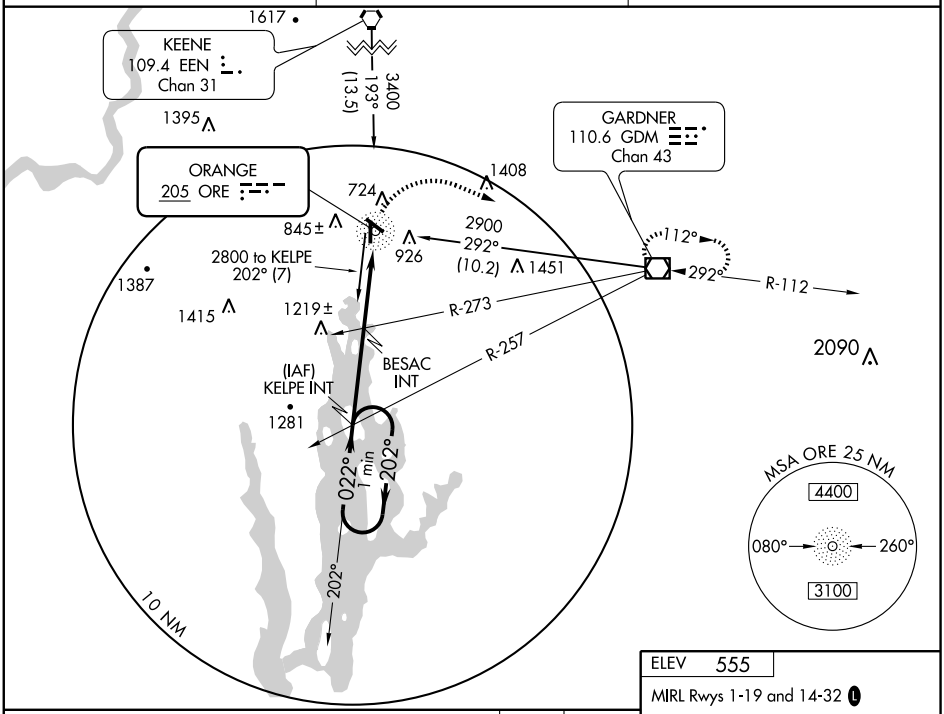
NDB ORE	APP CRS	Rwy Idg	4900
205	022°	TDZE	552
		Apt Elev	555

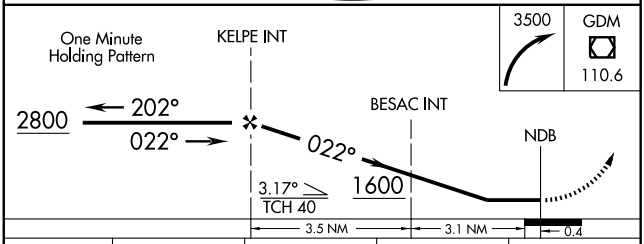
NDB RWY 1
ORANGE MUNI (ORE)

Cat D circling NA to Rwy 14-32.

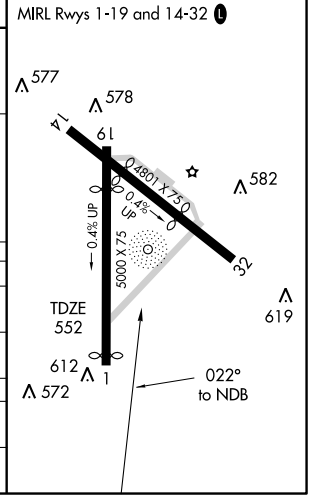
MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	1600-1¼ 1048 (1100-1¼)	1600-1½ 1048 (1100-1½)	1600-3	1048 (1100-3)
CIRCLING	1600-1¼ 1045 (1100-1¼)	1600-1½ 1045 (1100-1½)	1600-3	1045 (1100-3)
BESAC FIX MINIMUMS				
S-1	1520-1¼ 968 (1000-1¼)	1520-1½ 968 (1000-1½)	1520-3	968 (1000-3)
CIRCLING	1520-1¼ 965 (1000-1¼)	1520-1½ 965 (1000-1½)	1520-3	965 (1000-3)



NE-1. 03 JUN 2010 to 01 JUL 2010

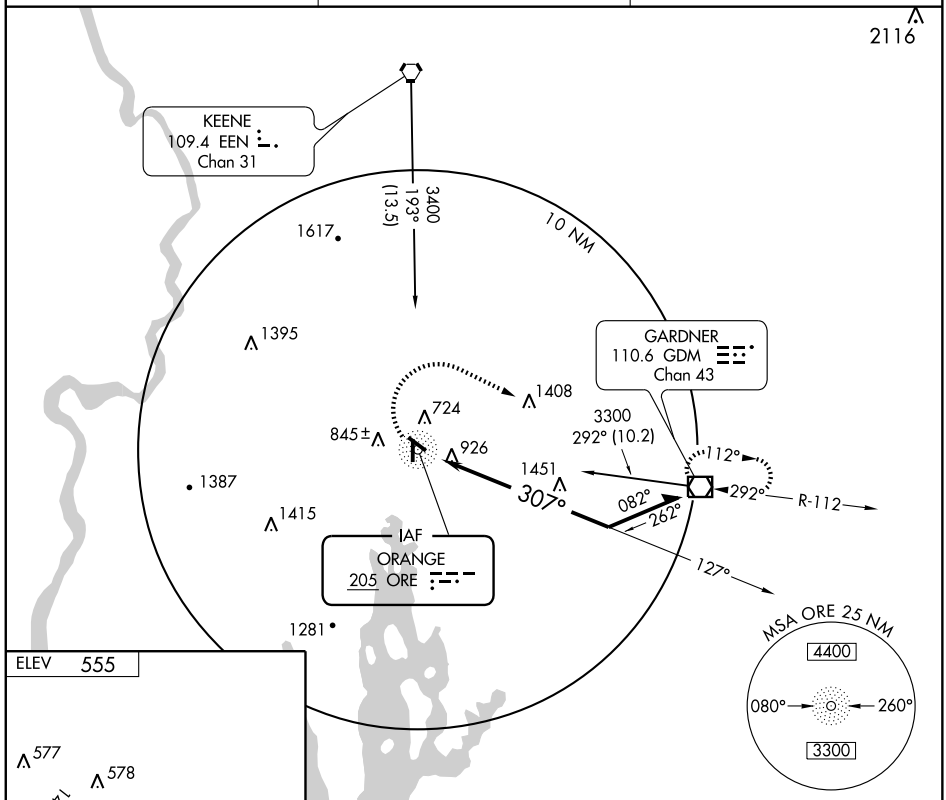
NDB ORE	APP CRS	Rwy Idg	3142
205	307°	TDZE	542
		Apt Elev	555

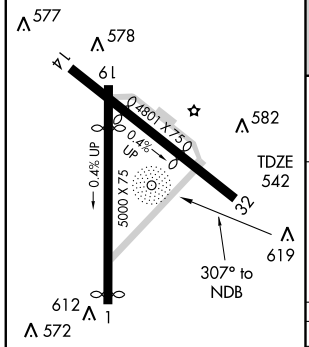
NDB RWY 32
ORANGE MUNI(ORE)

NA

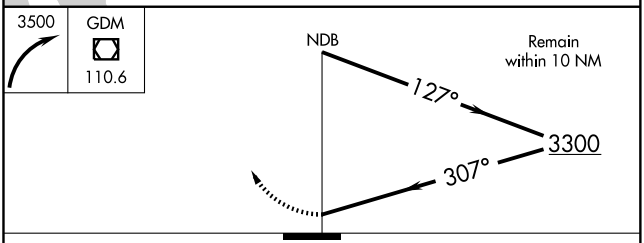
MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF) L





MIRL Rwys 1-19 and 14-32 L



CATEGORY	A	B	C	D
S-32	1860-1¼ 1318 (1400-1¼)	1860-1½ 1318 (1400-1½)	1860-3 1318 (1400-3)	NA
CIRCLING	1860-1¼ 1305 (1400-1¼)	1860-1½ 1305 (1400-1½)	1860-3 1305 (1400-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

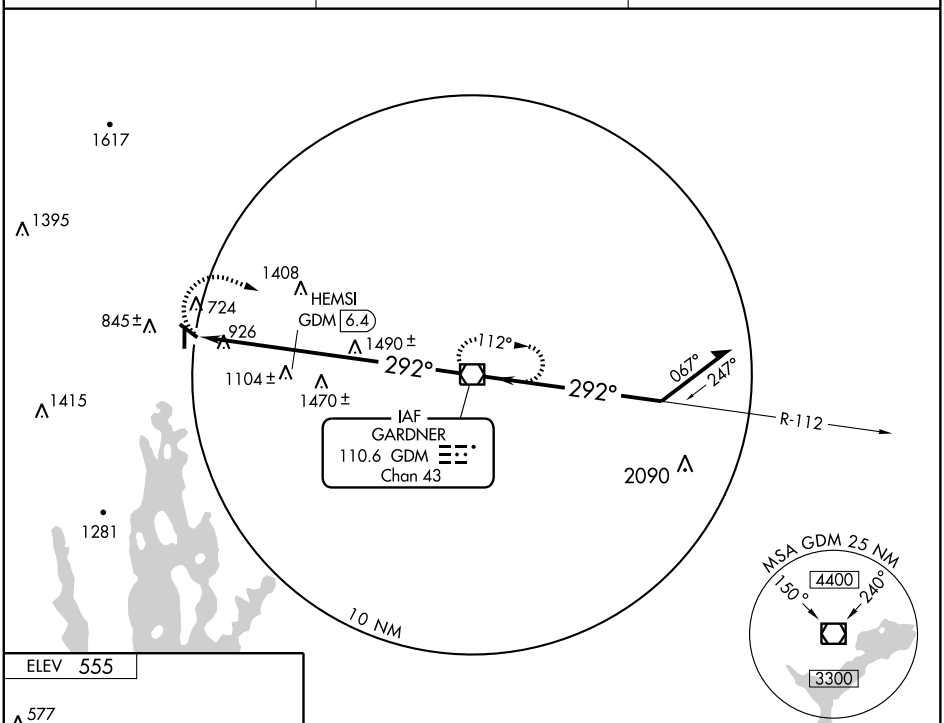
VOR/DME GDM 110.6 Chan 43	APP CRS 292°	Rwy Idg N/A TDZE N/A Apt Elev 555

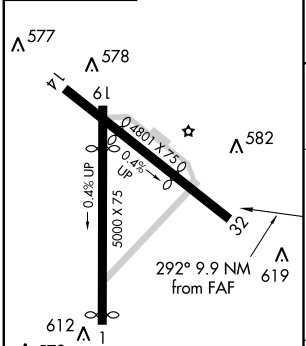
VOR-A
ORANGE MUNI(ORE)

Circling to Rwy 14-32 NA for Cat D.

MISSED APPROACH: Climbing right turn to 3500 direct GDM VOR/DME and hold.

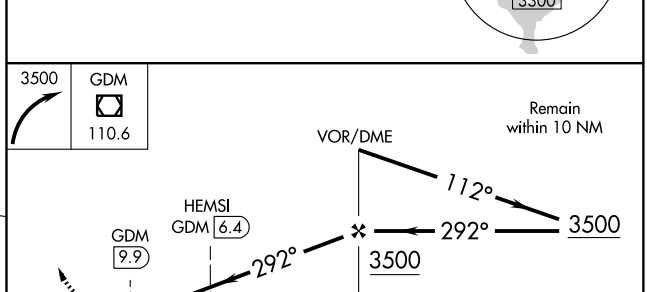
ASOS	BOSTON CENTER	UNICOM
135.675	123.75 338.2	122.8 (CTAF)





MIRL Rwys 1-19 and 14-32 (L)

FAF to MAP 9.9 NM					
Knots	60	90	120	150	180
Min:Sec	9:54	6:36	4:57	3:58	3:18



CATEGORY	A	B	C	D
CIRCLING	1940-1¼ 1385 (1400-1¼)	1940-1½ 1385 (1400-1½)	1940-3	1385 (1400-3)
HEMSI FIX MINIMUMS				
CIRCLING	1360-1 805 (900-1)	1360-1¼ 805 (900-1¼)	1360-2¼ 805 (900-2¼)	1360-2½ 805 (900-2½)

LOC/DME I-EIF	APP CRS	Rwy Idg	5006
108.3	259°	TDZE	1176
Chan 20		Apt Elev	1194

LOC RWY 26

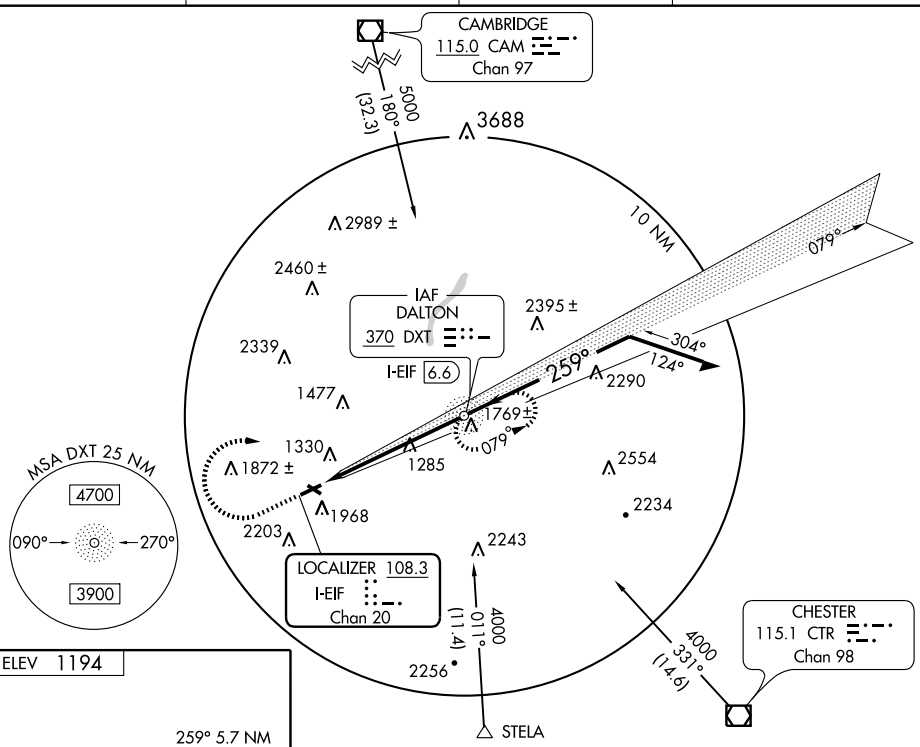
PITTSFIELD MUNI (PSF)

V
A NA — Circling NA south of Rwys 8 and 32. If local altimeter setting not received, use Albany Intl altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply.

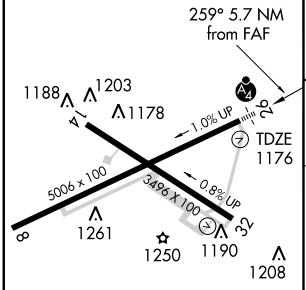
MALSF

MISSED APPROACH: Climb to 2700, then climbing right turn to 4000 direct DXT NDB and hold.

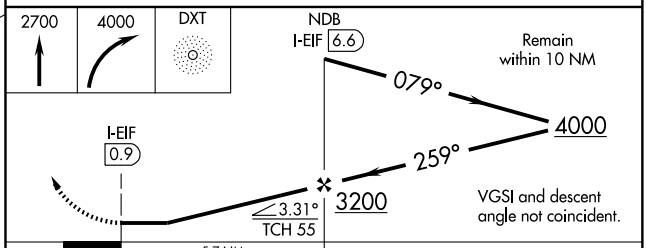
ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L



ELEV 1194



ADF REQUIRED



MIRL Rwys 8-26 and 14-32 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-26	1880 - 1	704 (700-1)	1880 - 2 704 (700-2)	1880 - 2¼ 704 (700-2¼)
CIRCLING	1880 - 1	686 (700-1)	1880 - 2 686 (700-2)	2200-3 1006 (1100-3)

NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5006
079°	TDZE	1194
	Apt Elev	1194

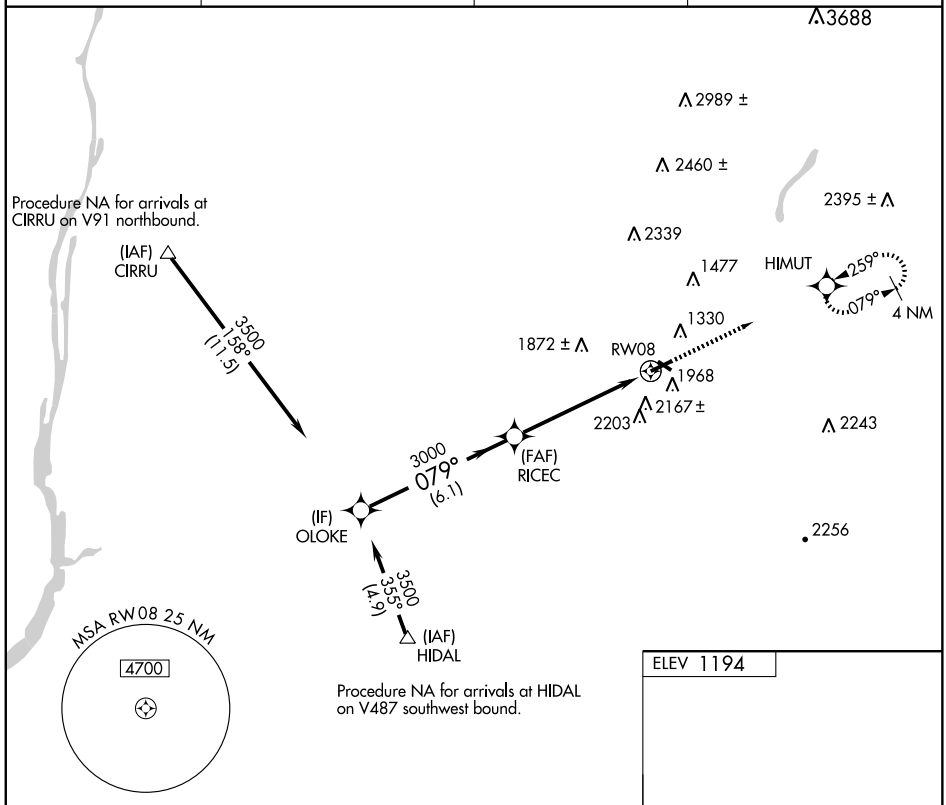
RNAV (GPS) RWY 8

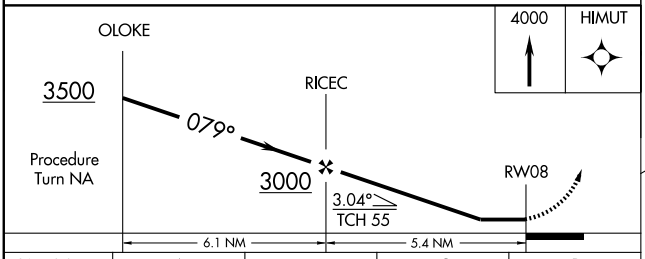
PITTSFIELD MUNI (PSF)

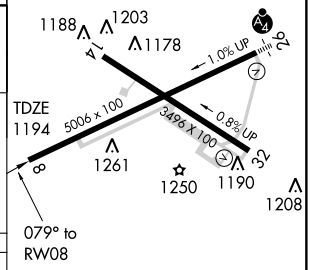
Circling to Rwy 14/32 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet. Circling NA south of Rwys 8 and 32.

MISSED APPROACH: Climb to 4000 direct HIMUT and hold, continue climb-in-hold to 4000.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2200-1¼ 1026 (1100-1¼)	2200-1½ 1026 (1100-1½)	2200-3	1026 (1100-3)
CIRCLING	2200-1¼ 1026 (1100-1¼)	2200-1½ 1026 (1100-1½)	2200-3	1026 (1100-3)

MIRL Rwys 8-26 and 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS		
259°	Rwy Idg	5006
	TDZE	1176
	Apt Elev	1194

RNAV (GPS) RWY 26

PITTSFIELD MUNI (PSF)

Circling to Rwy 14/32 NA at night. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA south of Rwys 8 and 32. When local altimeter setting not received; use North Adams altimeter setting and increase all MDA 120 feet and increase all Cat B and C visibilities ¼ mile.

MALSF

MISSED APPROACH: Climb to 4000 direct ELGAY and via track 236° to HIDAL and hold.

ASOS	ALBANY APP CON	CLNC DEL	UNICOM
135.375	132.825 307.2	128.6	122.7 (CTAF) L

MSA ATVIW 25 NM
4700

CAMBRIDGE CAM

Procedure NA for arrivals at CAM VOR/DME via V487 northeast bound.

5700 169° (26.6)

3688

(IAF) EFAKO

4000 169° (5)

2989 ±

2460 ±

2395 ±

(IF) AZBAF

3200 259° (6.1)

2290

4000 349° (5)

2339

(FAF) HIMUT

1477

1330

1872 ±

JUGES 3.2 NM to ATVIW

(MAP) ATVIW

ELGAY

1968

1464 ±

2203

236°

2554

(IAF) GIVHE

2234

2243

2256

4000 004° (9.3)

CHESTER CTR

Procedure NA for arrivals on CTR VOR/DME airway radials 319 CW 057.

MISSED APCH FIX

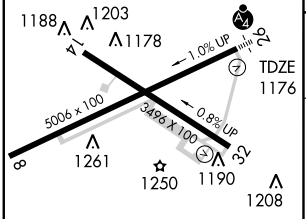
4 NM

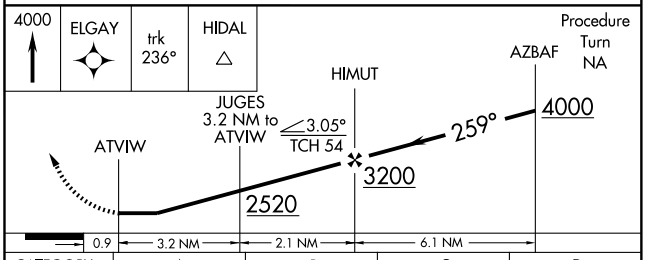
101°

281°

HIDAL

ELEV 1194





CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 924 (1000-1¼)		2100-2¾ 924 (1000-2¾)	2100-3 924 (1000-3)
CIRCLING	2100-1¼ 906 (1000-1¼)		2100-2¾ 906 (1000-2¾)	2200-3 1006 (1100-3)

MIRL Rwys 8-26 and 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PYM	APP CRS	Rwy Idg	4349
109.35	056°	TDZE	145
Chan 30 (Y)		Apt Elev	148

ILS or LOC/DME RWY 6

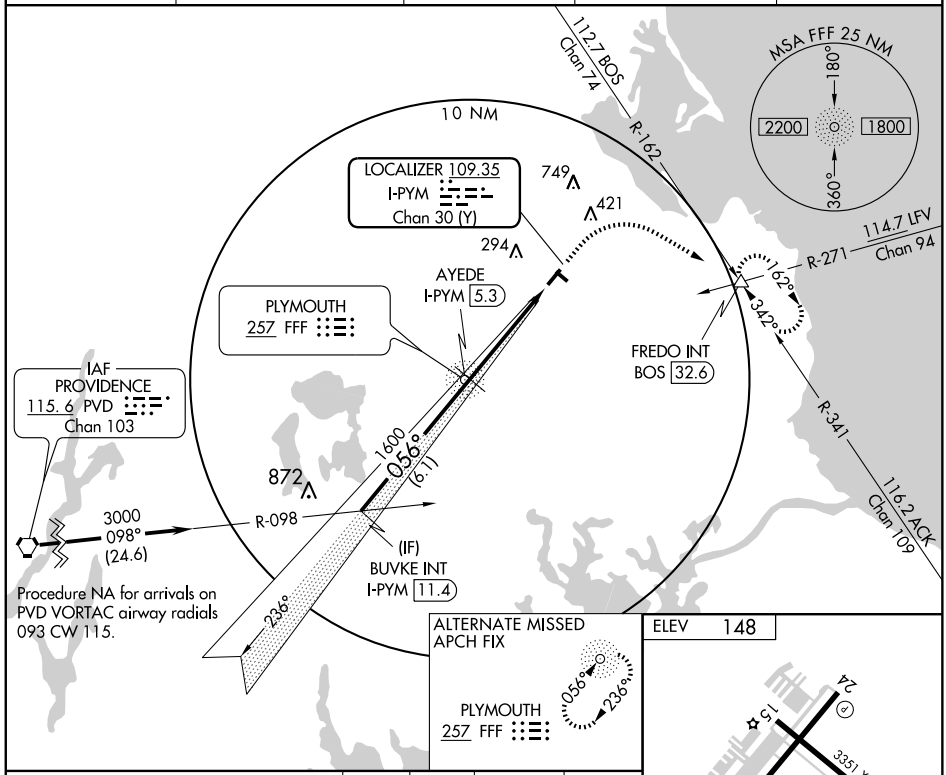
PLYMOUTH MUNI (PYM)

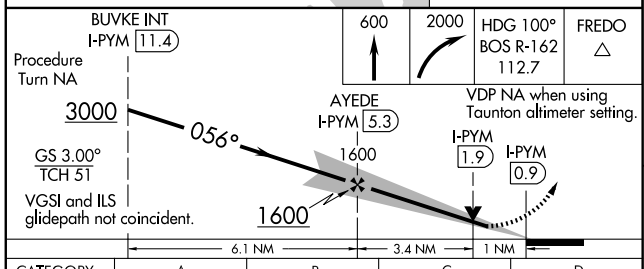
If local altimeter setting not received, use Taunton altimeter setting and increase all DAs/MDAs 60 feet.
Circling NA at night to Rwy 15.
When VGSI inop, circling Rwy 24, 33 NA at night.

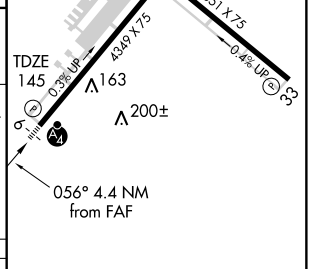
MALSF

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 100° and the BOS R-162 to FREDO Int/BOS 32.6 DME and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	122.9 L
135.625	118.2 284.6	127.75	123.0 (CTAF)	







CATEGORY	A	B	C	D
S-ILS 6	345-¾	200 (200-¾)		NA
S-LOC 6	480-¾	335 (400-¾)		NA
CIRCLING	620-1	472 (500-1)	640-1½ 492 (500-1½)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4349
056°	TDZE	145
	Apt Elev	148

RNAV (GPS) RWY 6

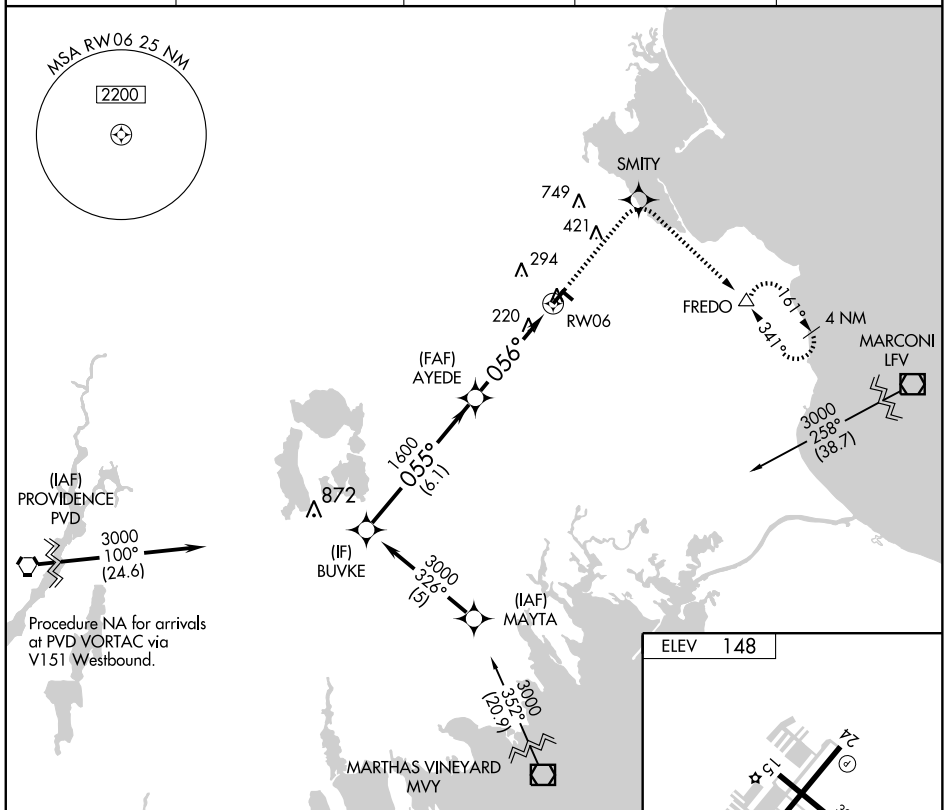
PLYMOUTH MUNI (PYM)

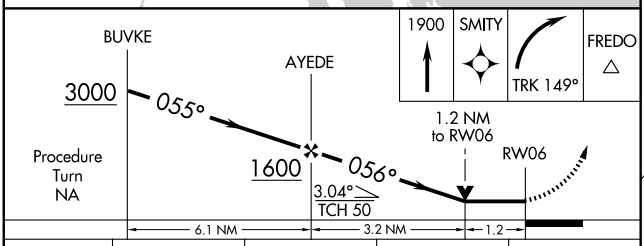
If local altimeter setting not received, use Taunton altimeter setting and increase all MDAs 60 feet. VDP NA when using Taunton altimeter setting. Inoperative table does not apply to LNAV Cat C. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSF

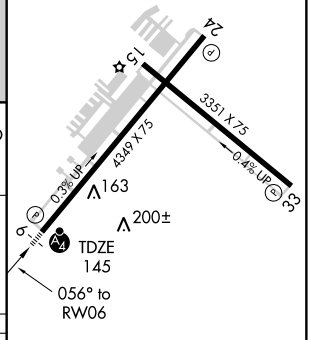
MISSED APPROACH: Climb to 1900 direct SMITY and right turn via 149° track to FREDO and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	123.0 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	560-¾	415 (500-¾)	560-1¼ 415 (500-1¼)	NA
CIRCLING	620-1	472 (500-1)	640-1½ 492 (500-1½)	NA



REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

PROVINCETOWN, MASSACHUSETTS AL-5313 (FAA)

LOC/DME I-VQO	APP CRS	Rwy Idg	3502
111.1	075°	TDZE	9
Chan 48		Apt Elev	9

ILS RWY 7
PROVINCETOWN MUNI (PVC)

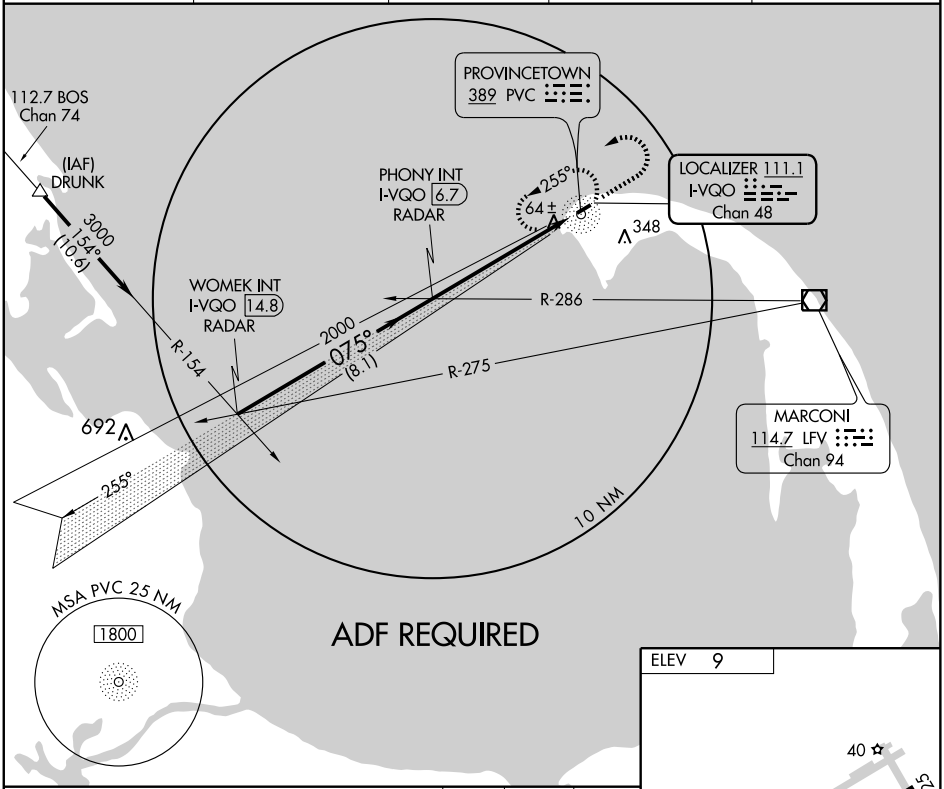
If local altimeter setting not received, use Hyannis altimeter setting and increase all DH/MDAs 80 feet.

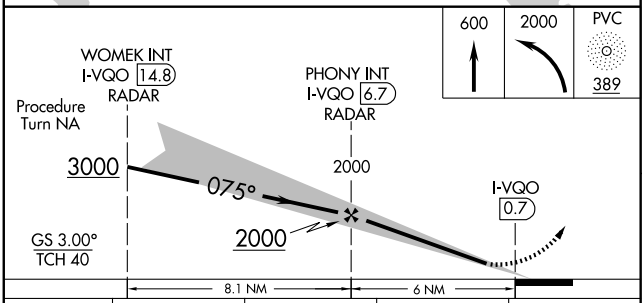
NA

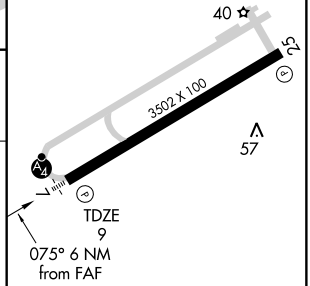
MALSF

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







REIL Rwy 7 and 25
HIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-ILS 7	209-¾	200 (200-¾)	NA	
S-LOC 7	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB PVC	APP CRS	Rwy Idg	3502
389	247°	TDZE	9
		Apt Elev	9

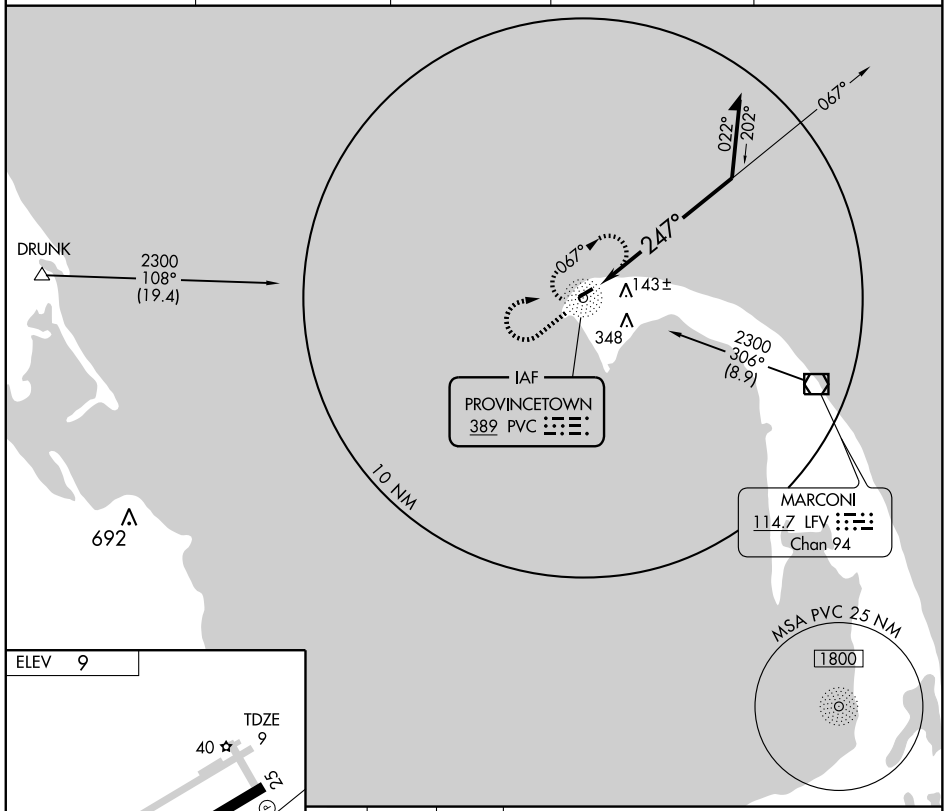
NDB RWY 25

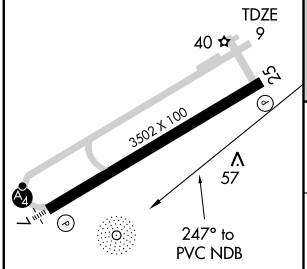
PROVINCETOWN MUNI (PVC)

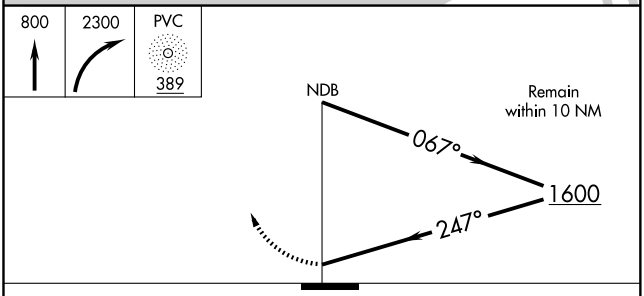
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct PVC NDB and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	122.85 L
119.025	118.2	120.65	122.8 (CTAF)	







CATEGORY	A	B	C	D
S-25	500-1	491 (500-1)	NA	
CIRCLING	500-1	491 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3502
075°	TDZE	9
	Apt Elev	9

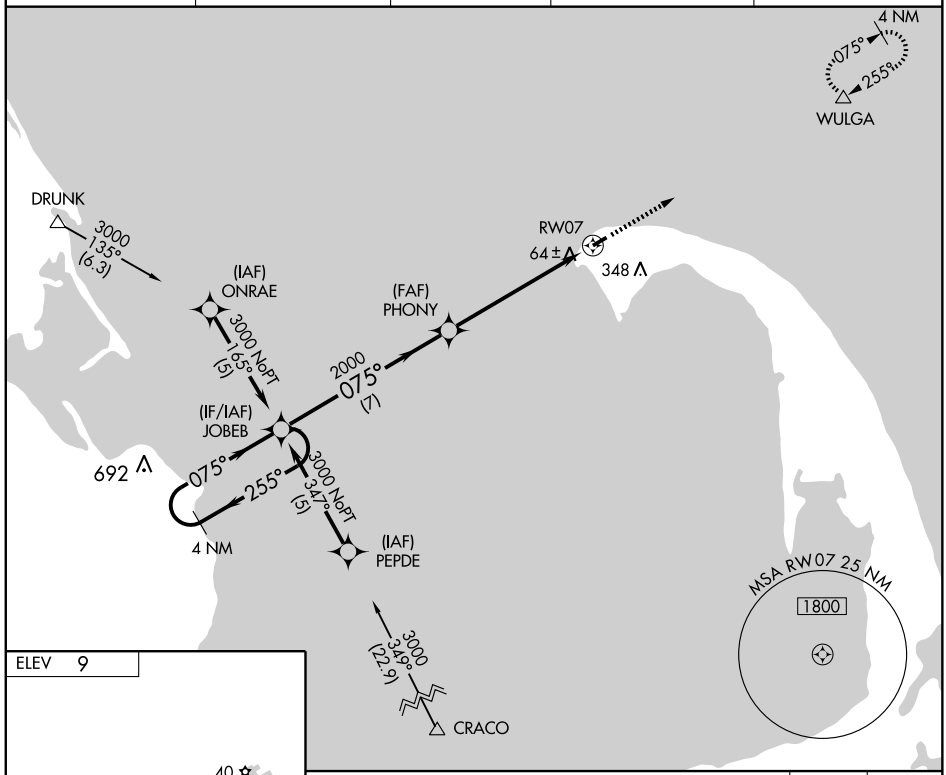
RNAV (GPS) RWY 7
PROVINCETOWN MUNI (PVC)

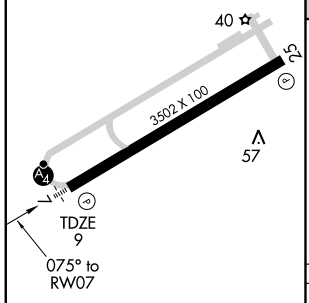
T A NA W — If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet. BARO-VNAV NA below -15C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

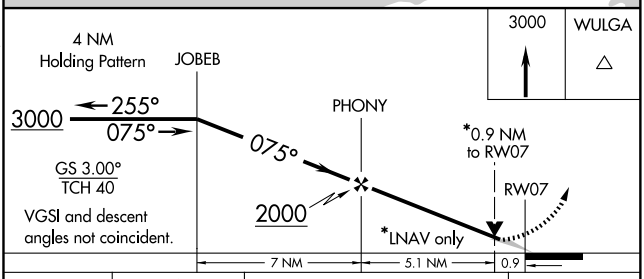
MALSF

MISSED APPROACH: Climb to 3000 direct WULGA WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	280-¾	271 (300-¾)	NA	
LNAV MDA	320-¾	311 (400-¾)	NA	
CIRCLING	460-1	451 (500-1)	NA	

REIL Rwy 7 and 25
HIRL Rwy 7-25 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3502
255°	TDZE	9
	Apt Elev	9

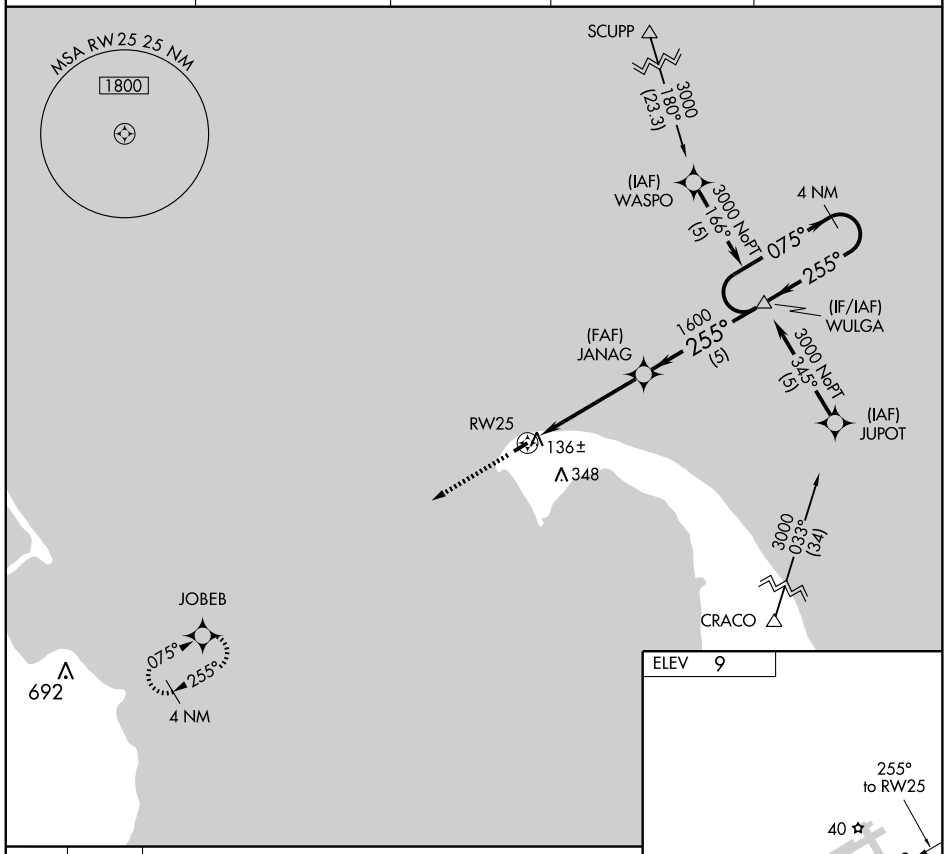
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

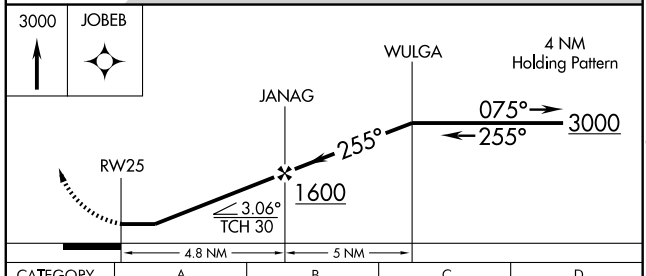
NA

If local altimeter setting not received, use Hyannis altimeter setting and increase all DA/MDAs 80 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

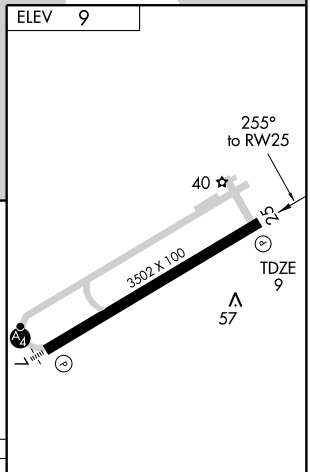
MISSED APPROACH: Climb to 3000 direct JOBEB WP and hold.

AWOS-3	CAPE APP CON ★	CLNC DEL	UNICOM	
119.025	118.2	120.65	122.8 (CTAF)	122.85 L





CATEGORY	A	B	C	D
LNAV MDA	400-1	391 (400-1)	NA	
CIRCLING	460-1	451 (500-1)	NA	



REIL Rwy 7 and 25
HIRL Rwy 7-25 L

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 42616 W02A	APP CRS 022°	Rwy Idg 3501 TDZE 696 Apt Elev 699

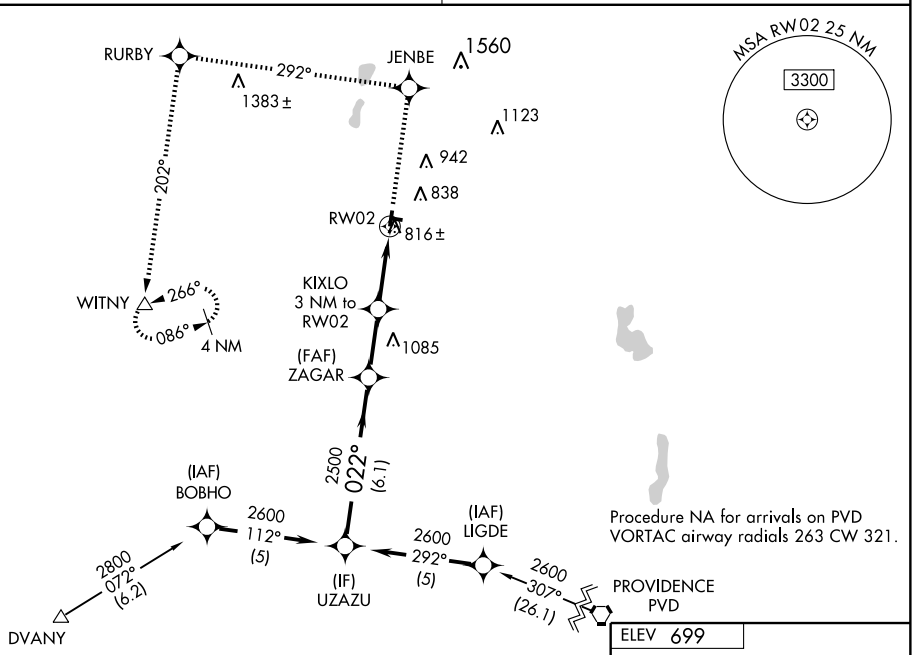
RNAV (GPS) RWY 2

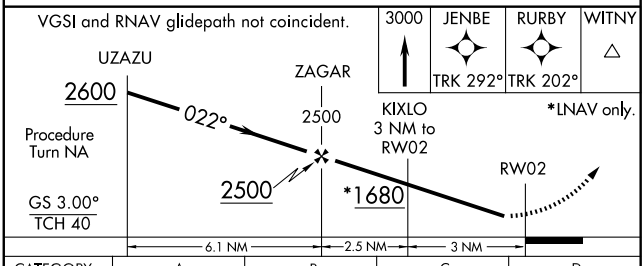
SOUTHBRIDGE MUNI (3B0)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Circling to Rwy 10-28 NA.

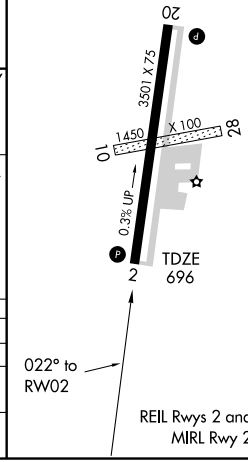
MISSED APPROACH: Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

BRADLEY APP CON	UNICOM
119.0 327.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1018-1¼ 322 (400-1¼)			NA
LNAV MDA	1300-1 604 (700-1)		1300-1¾ 604 (700-1¾)	NA
CIRCLING	1360-1 661 (700-1)		1360-1¾ 661 (700-1¾)	NA



NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME PUT 117.4 Chan 121	APP CRS 329°	Rwy Idg TDZE Apt Elev	N/A N/A 697

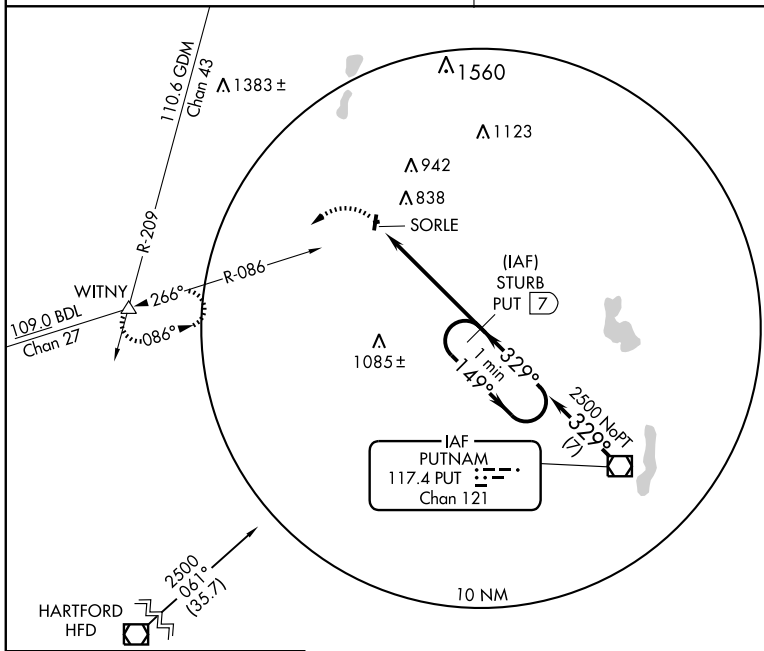
VOR/DME-B

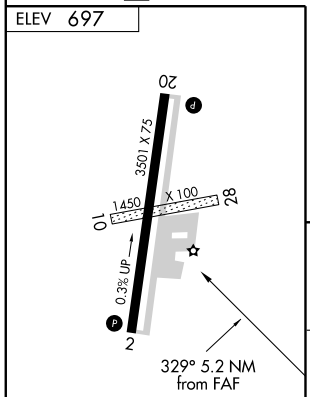
SOUTHBRIDGE MUNI (3B0)

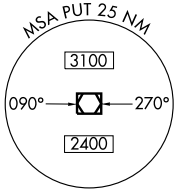
Use Worcester altimeter setting.

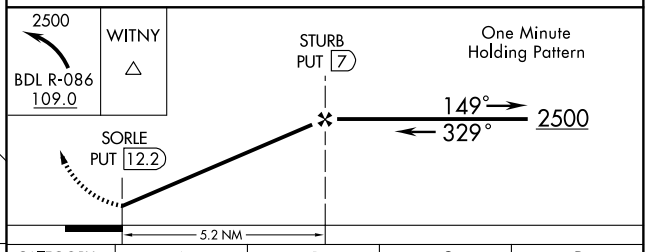
MISSED APPROACH: Climbing left turn to 2500 via BDL R-086 to WITNY Int and hold.

BRADLEY APP CON	UNICOM
119.0 327.1	122.8 (CTAF) L





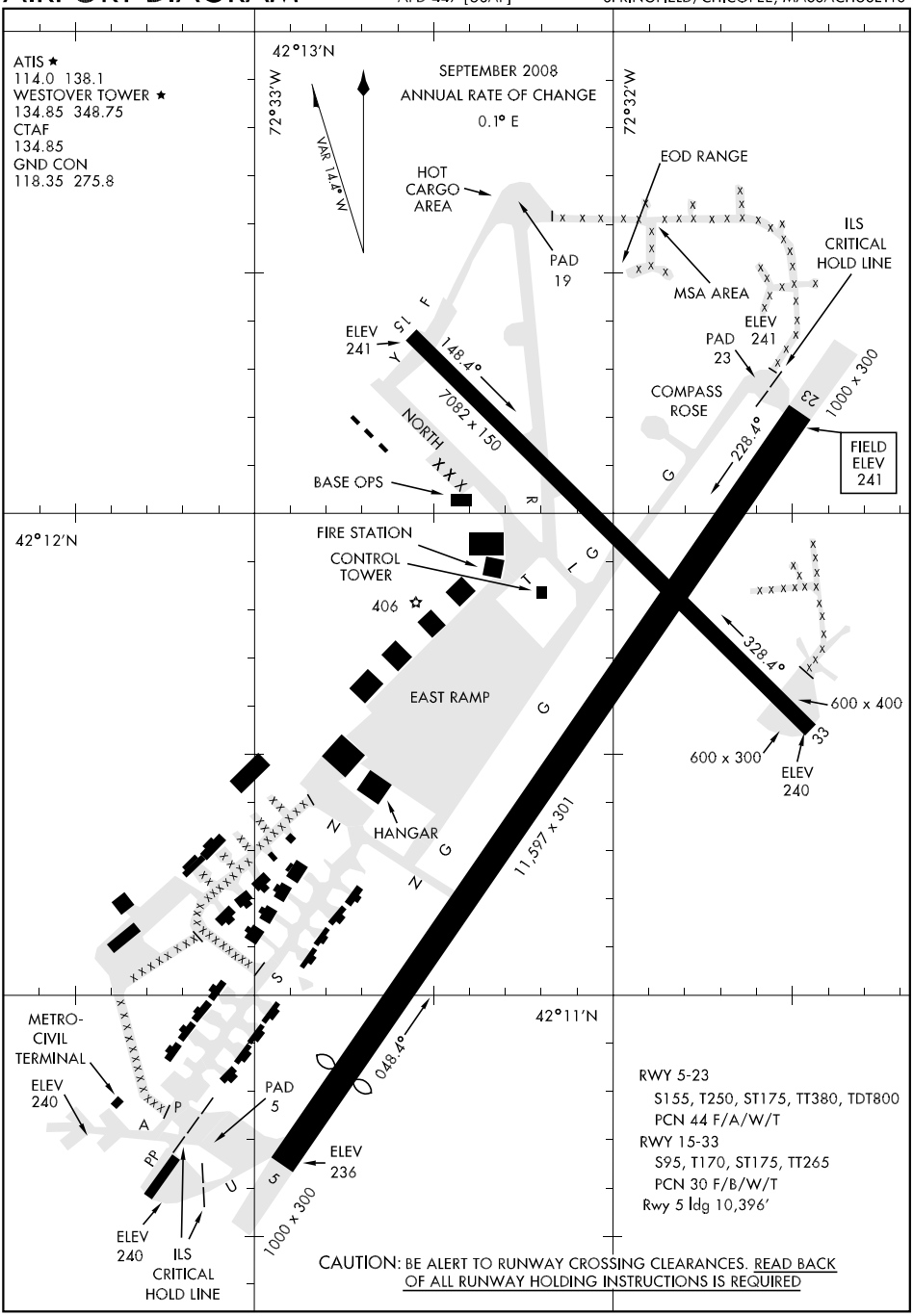




REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

Knots	60	90	120	150	180
Min:Sec					

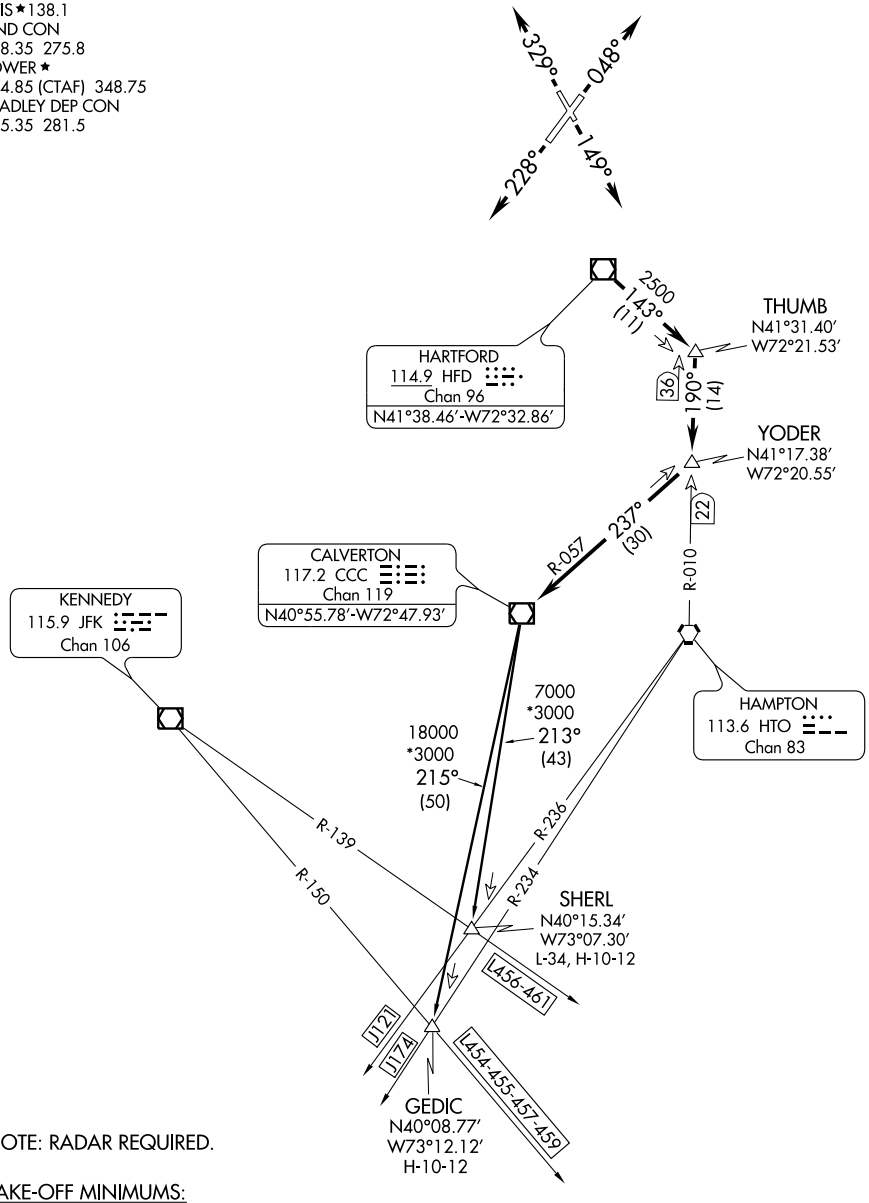
CATEGORY	A	B	C	D
CIRCLING	1360-1 663 (700-1)		1360-1¾ 663 (700-1¾)	NA



NE-1, 03 JUN 2010 to 01 JUL 2010

COASTAL THREE DEPARTURE

ATIS ★138.1
GND CON
118.35 275.8
TOWER ★
134.85 (CTAF) 348.75
BRADLEY DEP CON
125.35 281.5



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:
Rwy 05, 900-3 or STANDARD with a minimum climb of 250 feet per NM to 900.
Rwy 33, 1400-3 or STANDARD with a minimum climb of 320 feet per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 5: Climb heading 048° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 149° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 23: Climb heading 228° or as assigned for radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 329° or as assigned for radar vectors to HFD VOR/DME, thence . . .

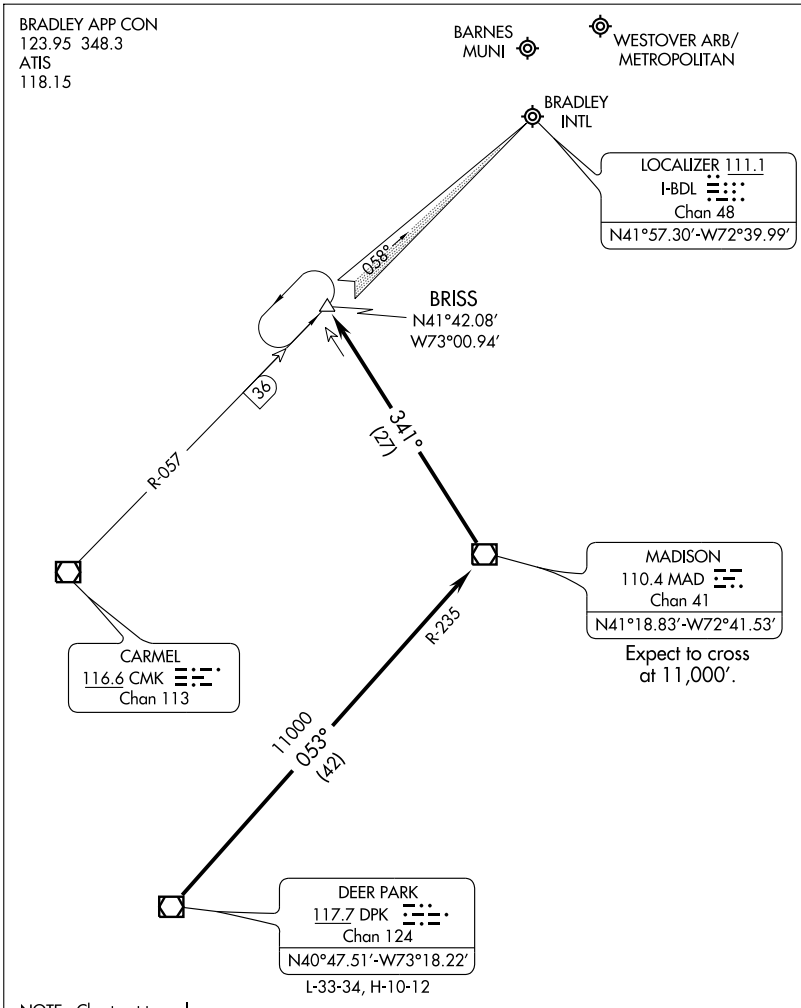
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 15: 307′ tree 1013′ from DER, 526′ left of extended centerline, 294′ tree 1268′ from DER, 619′ left of extended centerline, 317′ tree 1340′ from DER, 686′ left of extended centerline, 318′ tree 1686′ from DER, 911′ left of extended centerline, 305′ tree 1911′ from DER, 832′ left of extended centerline, 321′ tree 2104′ from DER, 942′ left of extended centerline, 329′ tree 2959′ from DER, 1277′ left of extended centerline, 334′ tree 3236′ from DER, 1278′ left of extended centerline, 343′ tree 3515′ from DER, 1287′ left of extended centerline, 310′ tree 2421′ from DER, 1062′ left of extended centerline, 323′ tree 2695′ from DER, 369′ right of extended centerline, 321′ tree 2796′ from DER, 608′ right of extended centerline, 321′ tree 2945′ from DER, 909′ right of extended centerline, 335′ tree 3567′ from DER, 1320′ left of extended centerline.
Rwy 33: 296′ tree 1191′ from DER, 726′ left of extended centerline, 289′ tree 1704′ from DER, 202′ right of extended centerline, 291′ tree 1737′ from DER, 205′ left of extended centerline.

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 5

LOC I-GWJ	APCH CRS	Rwy ldg 10,396 TDZE 237 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
109.9	048°			

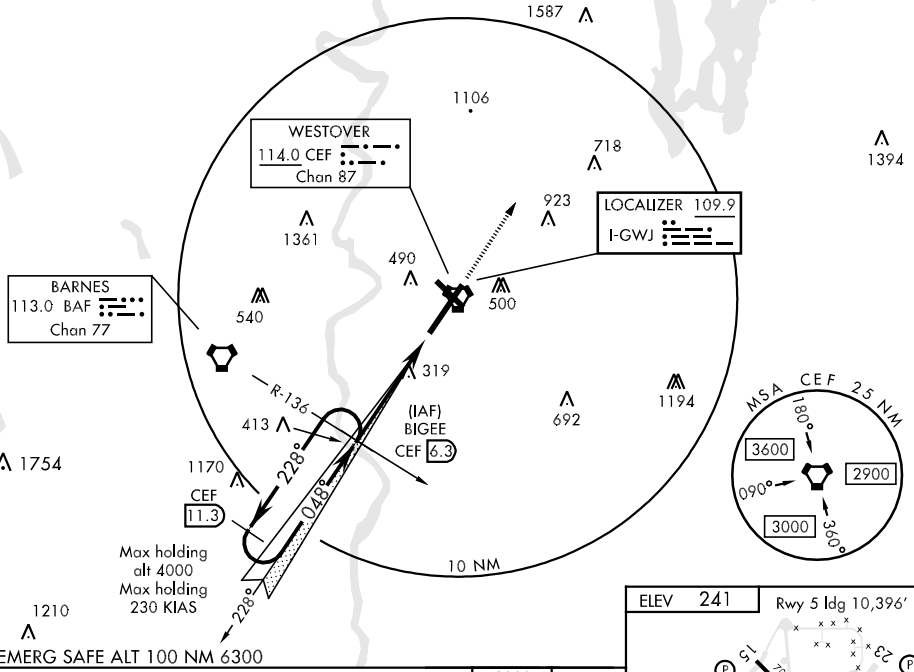
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

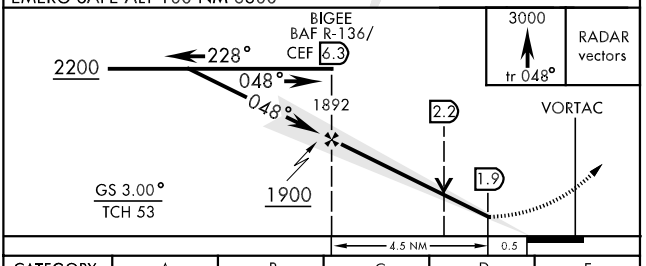
ALSF-1

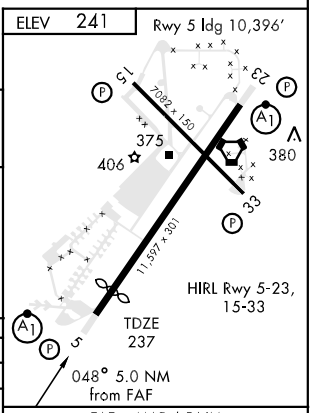
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 5 *	437/24		200	(200-½)	
S-LOC 5 **	580/24	343 (400-½)	580/40	343	(400-¾)
CIRCLING	800-1	559 (600-1)	800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 03 JUN 2010 to 01 JUL 2010

ILS Y or LOC RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 / TDZE 241 / Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

CAUTION: IFR operations prohibited to Rwy 33 at night.

MSA CEF 25 NM
180° 3600
090° 2900
3000 360°

Max holding alt 4000
Max holding 230 KIAS

CHESTER
115.1 CTR
Chan 98

R-105

(IAF) ZIPNA

1 min 048° 228°

048°

1587 1150 1106 718 644 923 326 1361 490 500 390 1760 540 392 456 692 1194 413 1754 1170

WESTOVER
114.0 CEF
Chan 87

LOCALIZER 109.9
I-CEF

10 NM

ENROUTE FACILITIES

RADAR REQUIRED

EMERG SAFE ALT 100 NM 6300

3000 tr 228°
RADAR vectors

ZIPNA CTR R-105 048° 228° 2600
One minute holding pattern
VORTAC 2070 228°
2300
GS 3.00° TCH 46

0.5 5.0 NM

ELEV 241
228° 5.5 NM from FAF
Rwy 5 ldg 10,396'
TDZE 241
15 23 7082 x 150 323 375 406 380 33 11,597 x 301 5
HIRL Rwy 5-23, 15-33

CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC 23 **	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 5.0 NM

Knots	60	90	120	150	180	200
Min:Sec	4:58	3:19	2:29	1:59	1:39	1:30

NE-1, 03 JUN 2010 to 01 JUL 2010

ILS Z or LOC/DME RWY 23

LOC I-CEF	APCH CRS	Rwy ldg 11,597 TDZE 241 Arpt Elev 241
109.9	228°	

AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

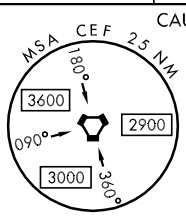
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR TO 60 vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

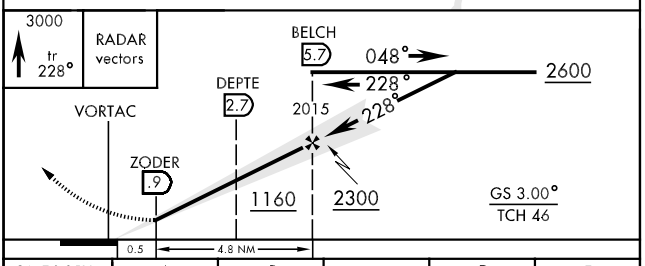
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

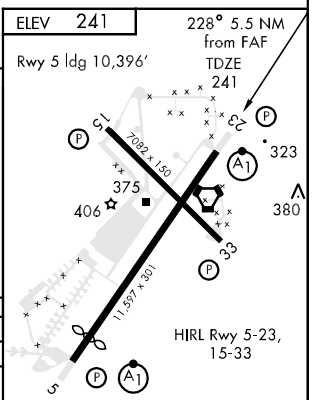
CAUTION: IFR operations prohibited to Rwy 33 at night.



RADAR REQUIRED

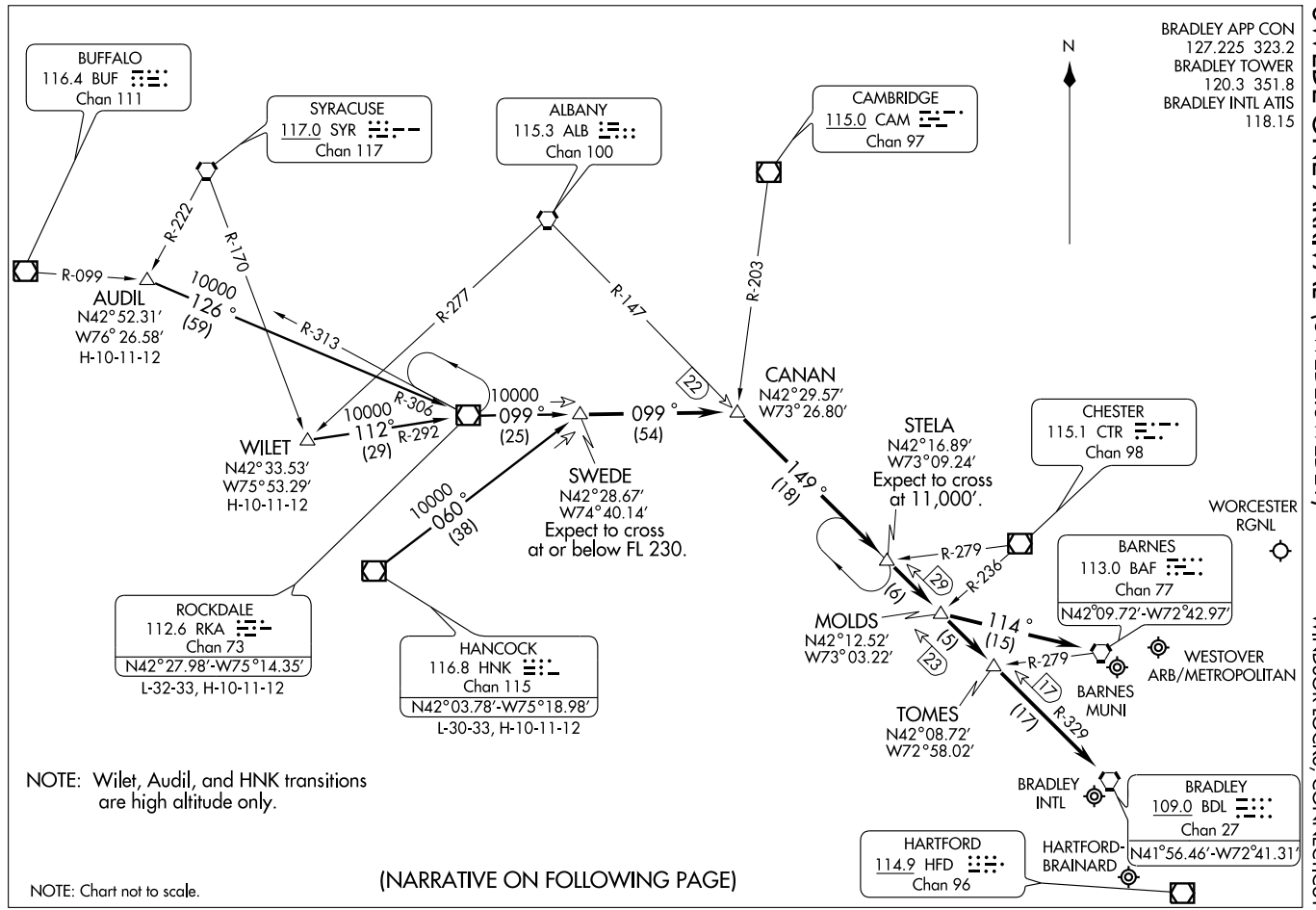
EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-ILS 23 *	441/24		200	(200-½)	
S-LOC/ ** DME 23	700/24 459 (500-½)		700/40 459(500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)

NE-1, 03 JUN 2010 to 01 JUL 2010


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-222
R-170
R-277
R-147
R-203
R-099
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 5

VORTAC CEF	APCH CRS	Rwy ldg 10,396
114.0	053°	TDZE 237
Chan 87		Arpt Elev 241

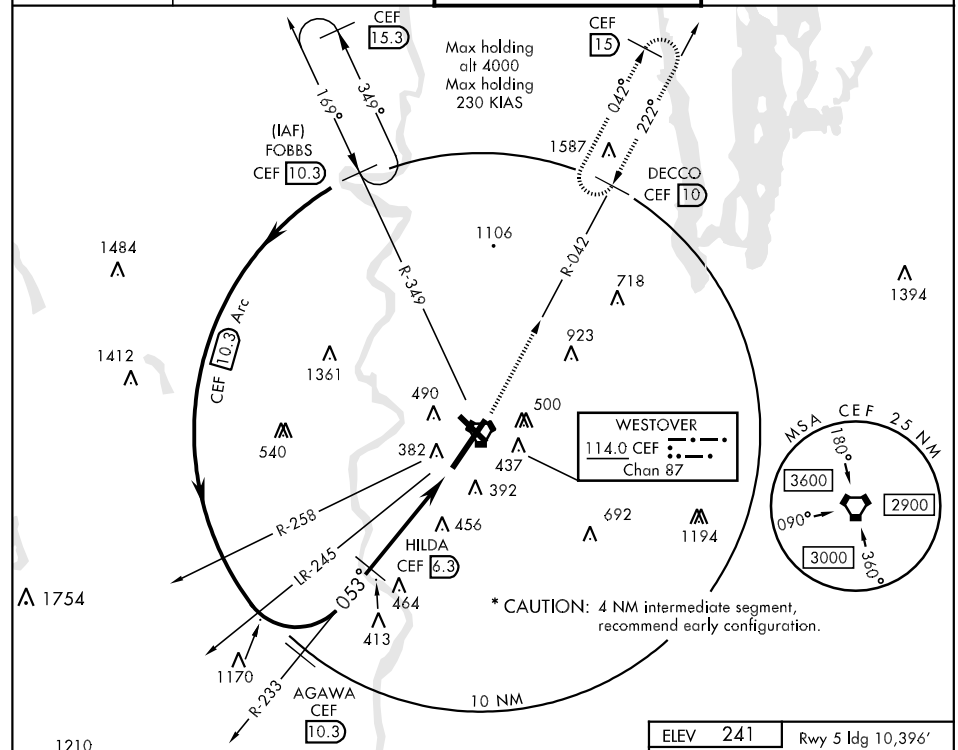
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

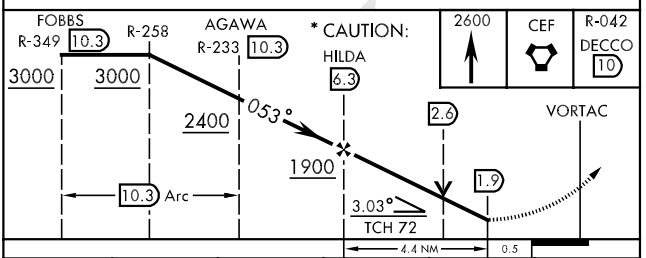
CAUTION: IFR operations prohibited to Rwy 33 at night.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

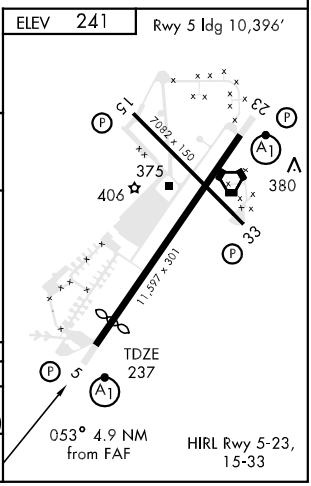
ALSF-1

MISSED APPROACH: Climb to 2600 via CEF then R-042 to DECCO and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-5 **	720/24 483 (500-½)		720/40 483 (500-¾)	720/50 483 (500-1)	720/60 483 (500-1¼)
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

NE-1, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 23

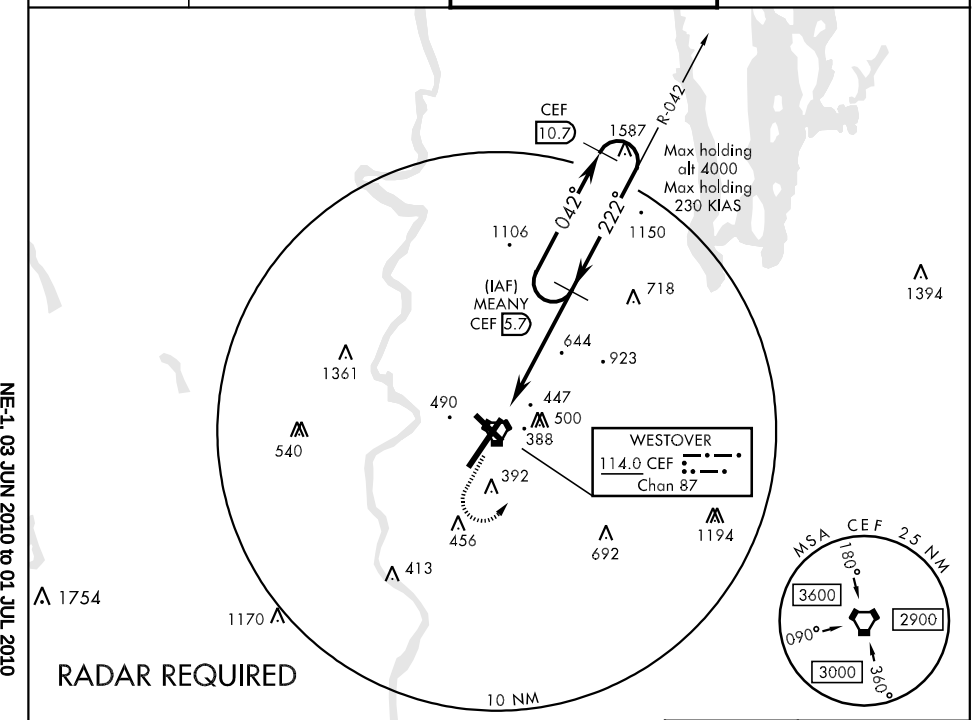
VORTAC CEF	APCH CRS	Rwy ldg 11,597	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)
114.0 Chan 87	222°	TDZE 241 Arpt Elev 241		

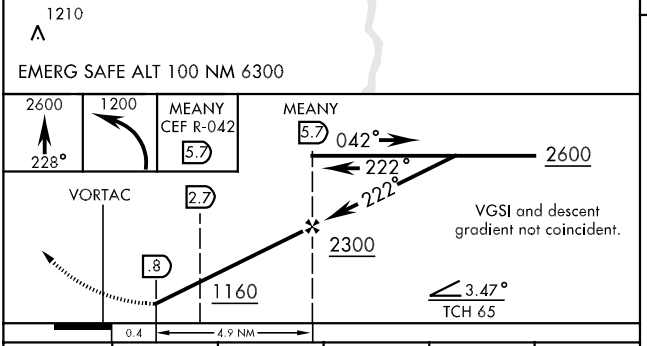
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

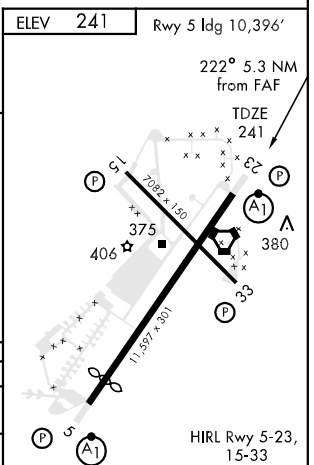
ALSF-1

MISSED APPROACH: Climb to 2600 tracking 228°, passing 1200, turn left direct MEANY and hold.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-23 *	700/24 459 (500-½)		700/40 459 (500-¾)	700/50 459 (500-1)	
CIRCLING	800-1 559 (600-1)		800-1½ 559 (600-1½)	800-2 559 (600-2)	1240-3 999 (1000-3)

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR/DME RWY 23

VORTAC CEF	APCH CRS	Rwy ldg 11,597
114.0	222°	TDZE 241
Chan 87		Arpt Elev 241

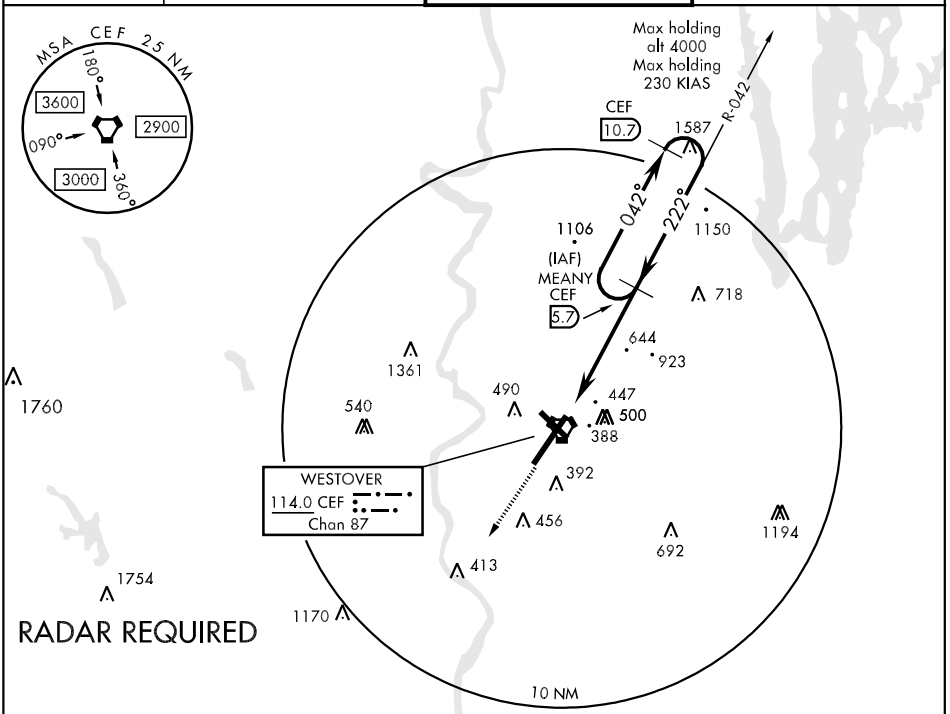
AL-447 [USAF] WESTOVER ARB/METROPOLITAN (KCEF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night.

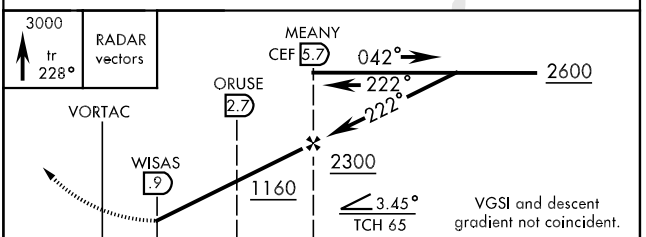
ALSF-1

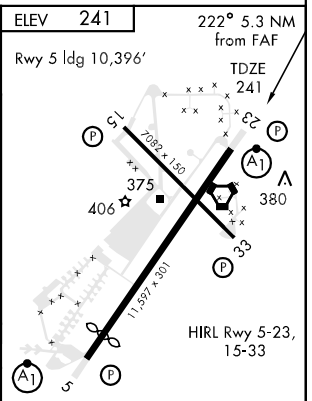
MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-VOR/ * DME 23	700/24	459 (500-½)	700/40 459(500-¾)	700/50	459(500-1)
CIRCLING	800-1	559 (600-1)	800-1½ 559(600-1½)	800-2 559(600-2)	1240-3 999(1000-3)

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR RWY 5

VORTAC CEF 114.0 Chan 87	APCH CRS 053°	Rwy ldg 10,396 TDZE 237 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)

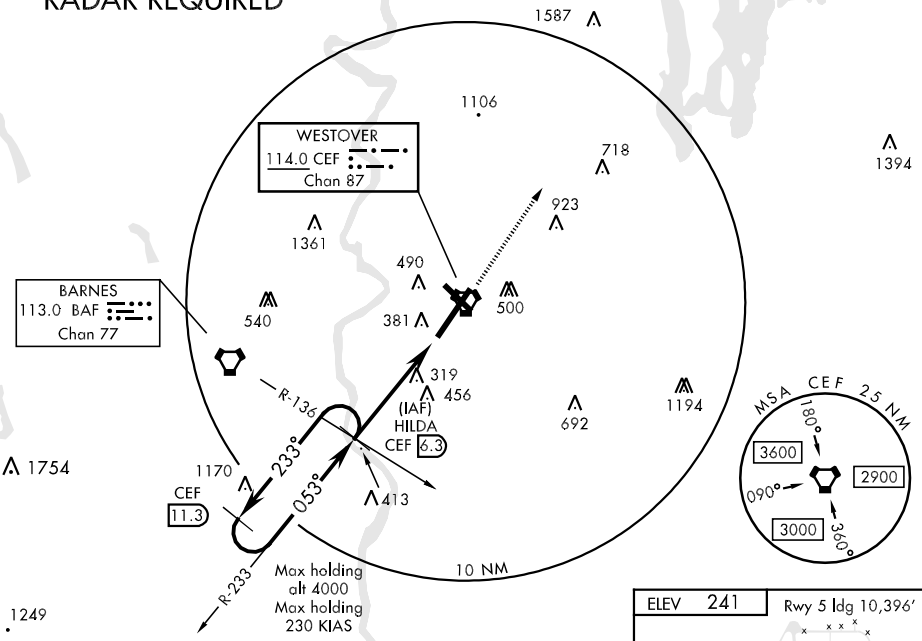
CAUTION: IFR operations prohibited to Rwy 33 at night.
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

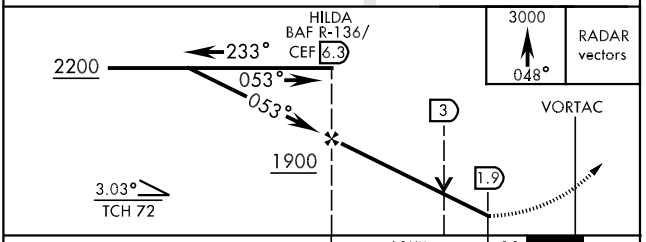
MISSED APPROACH: Climb to 3000 tracking 048°, expect RADAR vectors.

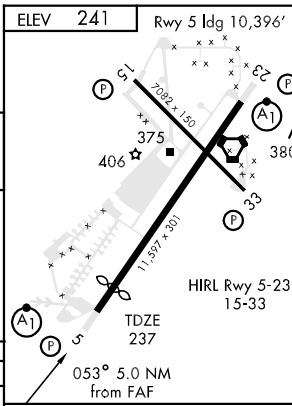
ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8

RADAR REQUIRED



EMERG SAFE ALT 100 NM 6300





CATEGORY	A	B	C	D	E
S-5 *	820/24 583 (600-½)		820/50 583 (600-1)	820/60 583 (600-1¼)	820-1½ 583 (600-1½)
CIRCLING	820-1 579 (600-1)		820-1½ 579 (600-1½)	820-2 579 (600-2)	1260-3 1019(1100-3)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-1, 03 JUN 2010 to 01 JUL 2010

VOR RWY 23

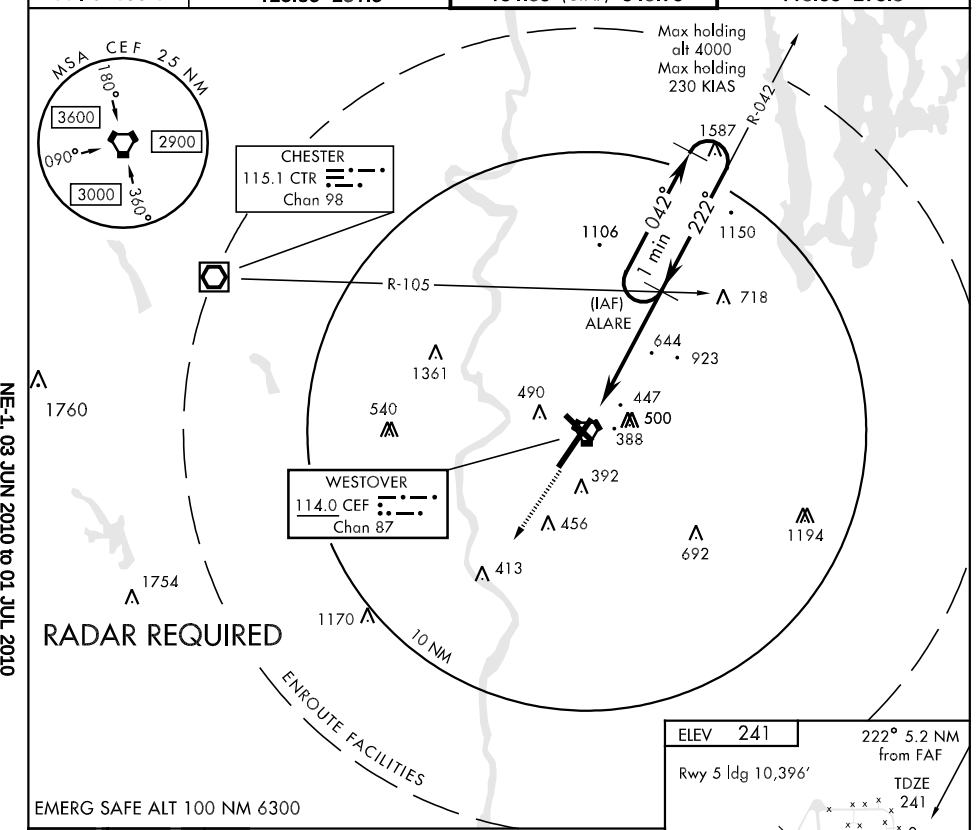
VORTAC CEF 114.0 Chan 87	APCH CRS 222°	Rwy ldg 11,597 TDZE 241 Arpt Elev 241	AL-447 [USAF]	WESTOVER ARB/METROPOLITAN (KCEF)

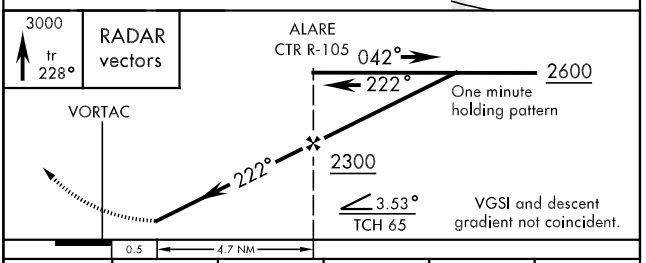
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
CAUTION: IFR operations prohibited to Rwy 33 at night

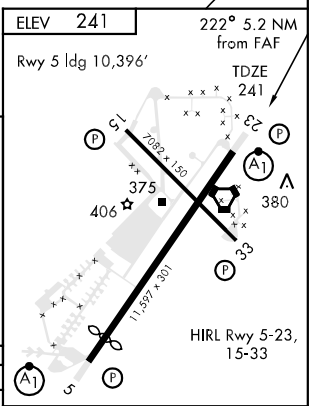
ALSF-1

MISSED APPROACH: Climb to 3000 tracking 228°, expect RADAR vectors.

ATIS ★	BRADLEY APP CON	WESTOVER TOWER ★	GND CON
114.0 138.1	125.35 281.5	134.85 (CTAF) 348.75	118.35 275.8







CATEGORY	A	B	C	D	E
S-VOR 23*	900/24	659 (700-½)	900/60 659(700-1¼)	900-1½ 659(700-1½)	900-1¾ 659(700-1¾)
CIRCLING	900-1	659 (700-1)	900-1¾ 659(700-1¾)	900-2 659(700-2)	1240-3 999(1000-3)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180	200
Min:Sec	4:42	3:08	2:21	1:53	1:34	1:24

NE-1, 03 JUN 2010 to 01 JUL 2010

LOM BE	APP CRS	Rwy Idg	N/A
332	275°	TDZE	N/A
		Apt Elev	268

NDB-A

STOW/ MINUTE MAN AIRFIELD (6B6)

NA — Procedure NA at night. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 12-30.

MISSED APPROACH: Climb to 1300 then climbing right turn to 1900 direct BE LOM and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L

RADAR REQUIRED

LAWRENCE
112.5 LWM
Chan 72

2000 to LOM
235°
(20.3)

612 612

422± (MAHUY)

095°
1 min
275°

275°
524±

511 568

LOM/IAF
BEDDS
332 BE

1456

2049

10 NM

MSA BE 25 NM
3300
205°
2000
025°
295°
2500

ELEV 268

21
275° 5.8 NM
from FAF
2770 X 48
1600 X 70
12
30
3

REIL Rwy 21 L
LIRL Rwy 3-21

1300 1900 BE

LOM

One Minute
Holding Pattern

095°
1900
275°

(MAHUY)

275°

5.8 NM

CATEGORY	A	B	C	D
CIRCLING	1020-1 752 (800-1)	1020-1¼ 752 (800-1¼)	NA	

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 21

STOW/ MINUTE MAN AIRFIELD (6B6)

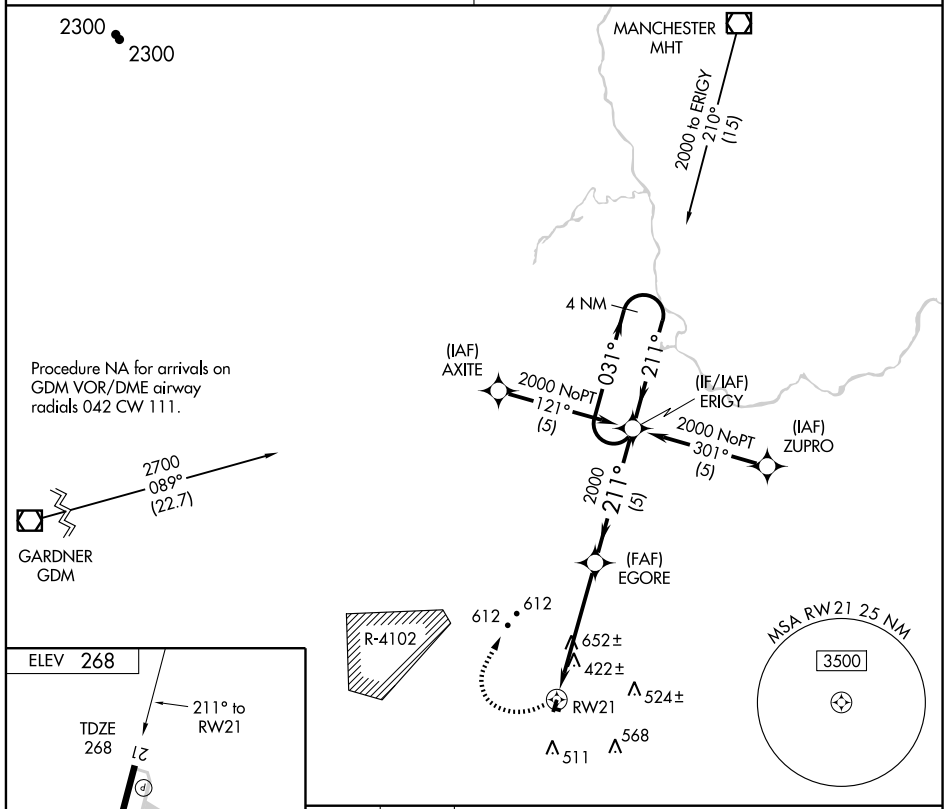
APP CRS		
211°	Rwy Idg	2770
	TDZE	268
	Apt Elev	268

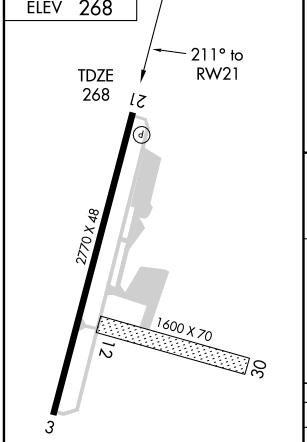
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bedford altimeter setting. When not received, use Boston altimeter setting and increase all MDA 60 feet and increase Cat B visibility ¼ mile. Procedure NA at night. Circling NA to Rwy 12-30.

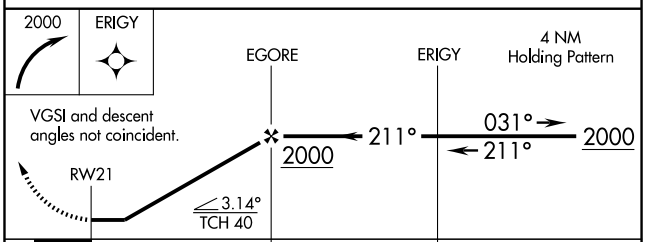
NA

MISSED APPROACH: Climbing right turn to 2000 direct ERIGY and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1	692 (700-1)	NA	
CIRCLING	960-1	692 (700-1)	NA	

REIL Rwy 21 L
LIRL Rwy 3-21

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME MHT	APP CRS	Rwy Idg	2770
114.4	210°	TDZE	268
Chan 91		Apt Elev	268

VOR/DME RWY 21

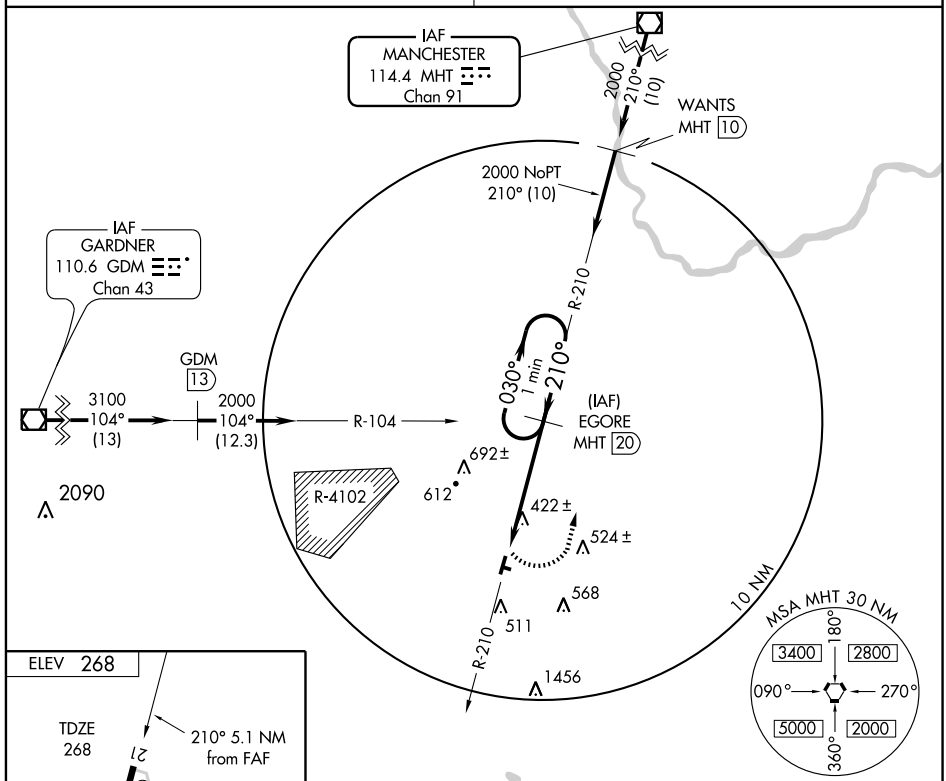
STOW/MINUTE MAN AIRFIELD (6B6)

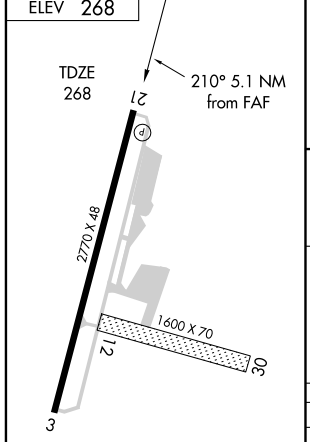
Use Bedford altimeter setting; when Bedford control zone not in effect, use Boston altimeter setting and increase all MDA's 60 feet.

NA Circling NA at night.

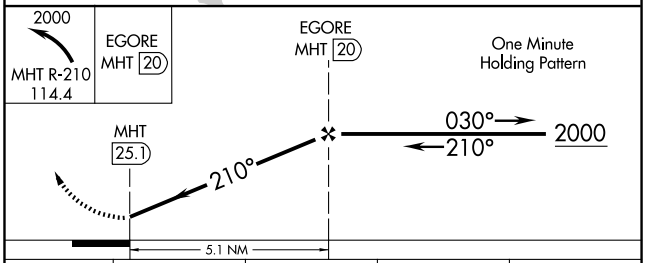
MISSED APPROACH: Climbing left turn to 2000 via MHT R-210 to EGORE 20 DME and hold.

BOSTON APP CON	UNICOM
124.4 279.6	122.8 (CTAF)





REIL Rwy 21 L
LIRL Rwy 3-21



CATEGORY	A	B	C	D
S-21	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB TAN	APP CRS	Rwy Idg	3500
227	314°	TDZE	43
		Apt Elev	43

NDB RWY 30

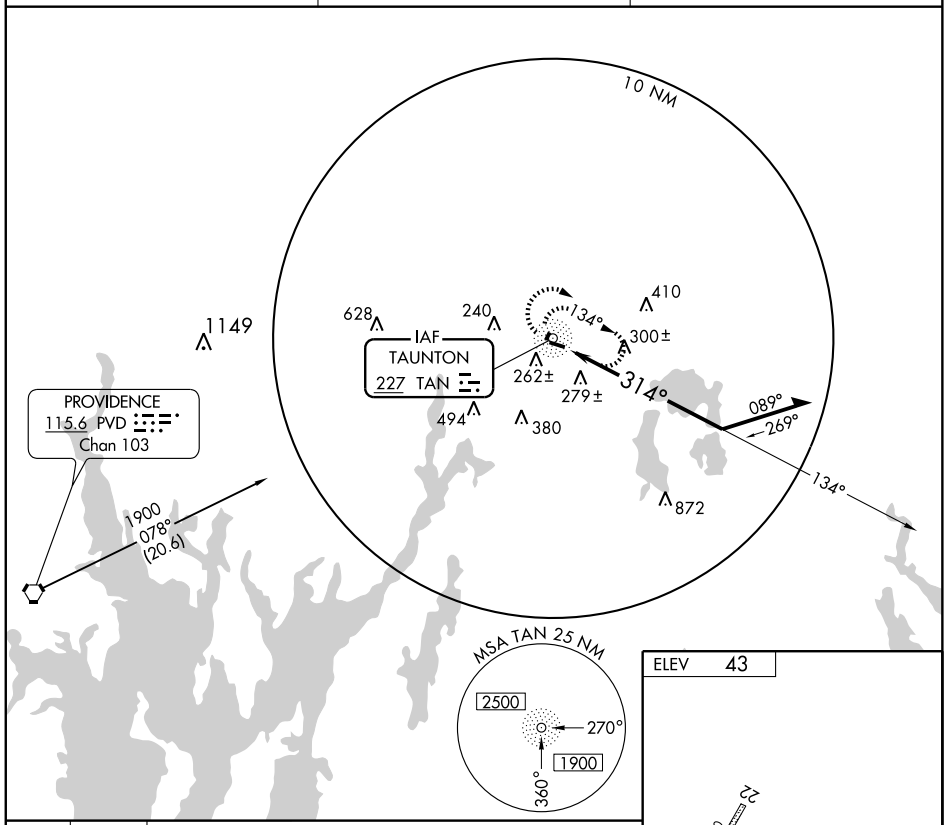
TAUNTON MUNI - KING FIELD (TAN)

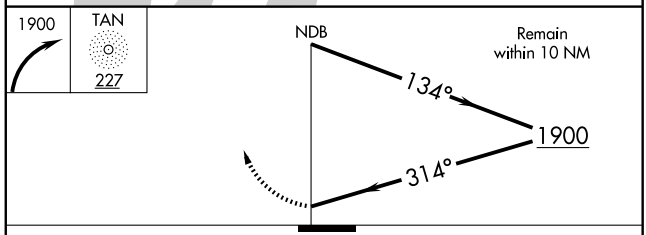
T
A NA

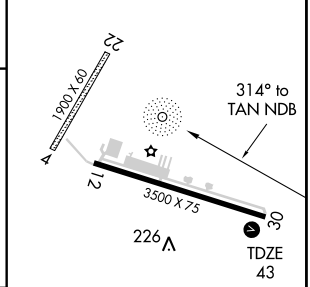
When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet, S-30 and Circling Cats. C and D visibility ¼ mile. Circling NA for Rwy 4-22.

MISSED APPROACH: Climbing right turn to 1900 in TAN NDB holding pattern.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	700-2 657 (700-2)
CIRCLING	700-1	657 (700-1)	700-1¾ 657 (700-1¾)	700-2 657 (700-2)

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS		
304°	Rwy Idg	3500
	TDZE	43
	Apt Elev	43

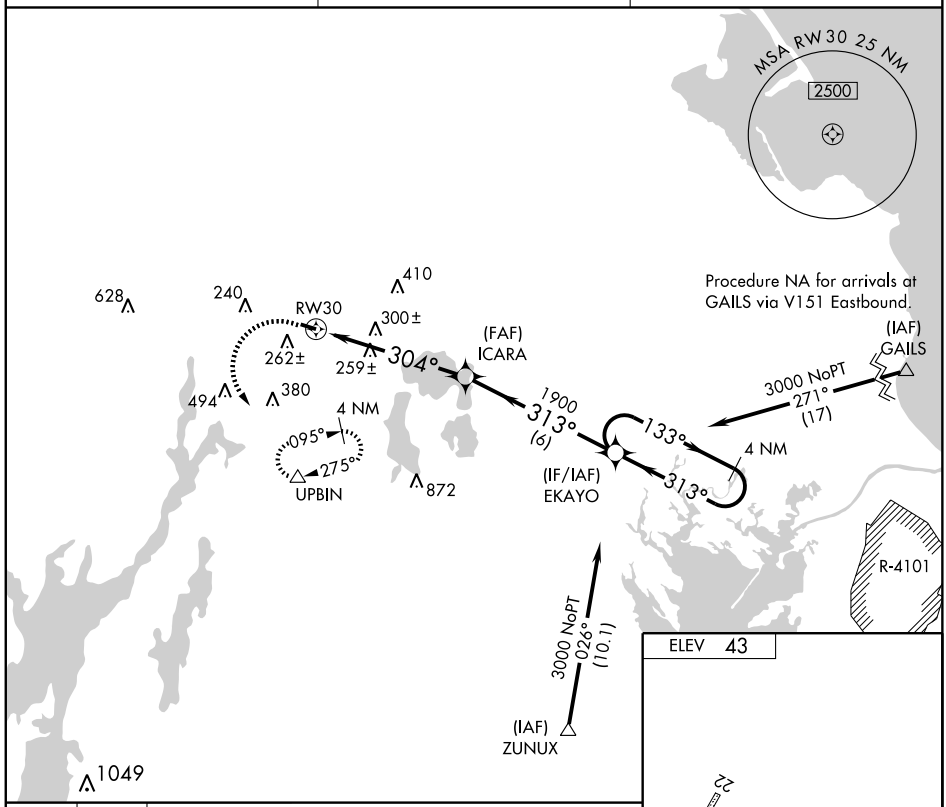
RNAV (GPS) RWY 30

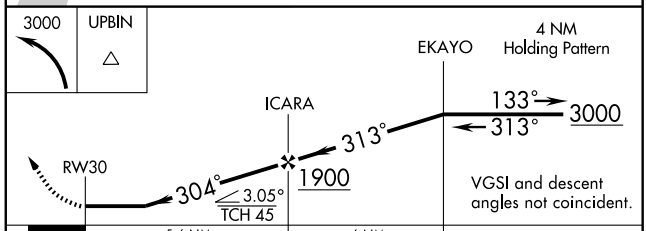
TAUNTON MUNI - KING FIELD (TAN)

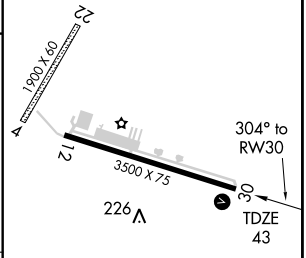
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use New Bedford altimeter setting and increase all MDA 40 feet; LNAV Cats. C and D and Circling Cat. C visibility ¼ mile. Circling NA to Rwy 4-22.

MISSED APPROACH: Climbing left turn to 3000 direct UPBIN and hold, continue climb-in-hold to 3000.

ASOS	PROVIDENCE APP CON ★	UNICOM
132.675	128.7 269.525	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 557 (600-1)		600-1½ 557 (600-1½)	600-1¾ 557 (600-1¾)
CIRCLING	620-1 577 (600-1)		620-1½ 577 (600-1½)	660-2 617 (700-2)

REIL Rwy 30
MIRL Rwy 12-30 L

NE-1. 03 JUN 2010 to 01 JUL 2010

09239

AIRPORT DIAGRAM

VINEYARD HAVEN / MARTHAS VINEYARD (MVY)
VINEYARD HAVEN, MASSACHUSETTS
AL-694 (FAA)

ATIS
126.25
VINEYARD TOWER ★
121.4
GND CON
121.8
CLNC DEL
121.8
CLNC DEL
119.7 (When Twr Closed)

41°24.0′ N

D

FIELD ELEV 67

15
145.9°

VAR 15.3°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°E

ELEV 62
24
235.9°

3297 X 75

0.3% UP
325.9°

B
A
A
E

ELEV 57
33

41°23.5′ N

5504 X 100

C

TWR 128
TERMINAL

RWY 6-24
S65, D108, ST137, DT185
RWY 15-33
S31, D45, DT61

D
A
055.9°

ELEV 56
6

TURF TIE-DOWN AREA

HANGAR COMPLEX

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

41°23.0′ N

70°37.0′ W

70°36.5′ W

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MVY	APP CRS	Rwy Idg	5500
108.7	236°	TDZE	62
Chan 24		Apt Elev	67

ILS or LOC RWY 24

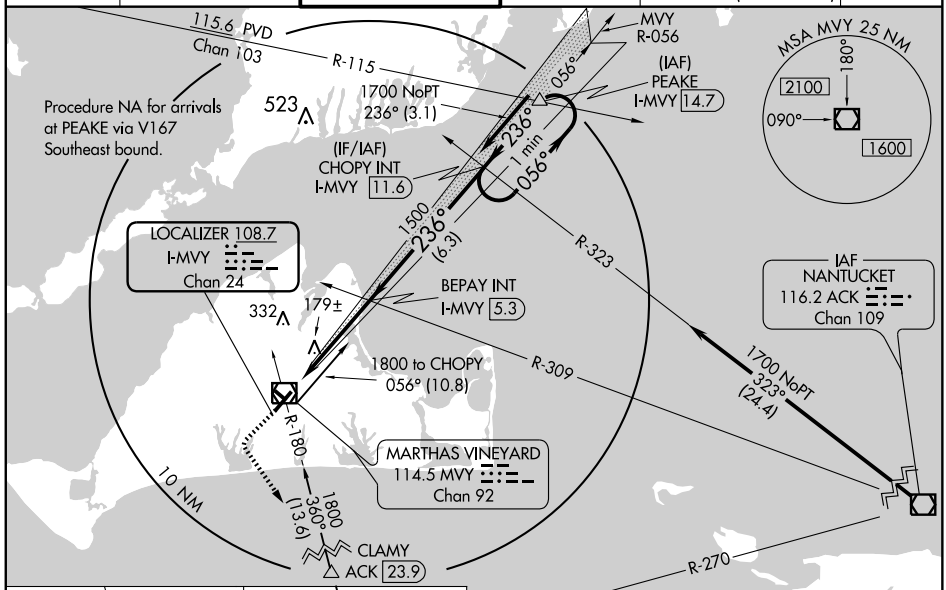
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

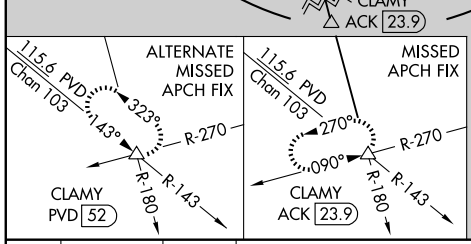
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

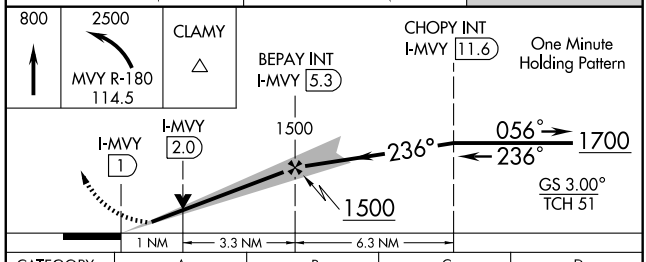
MALSR

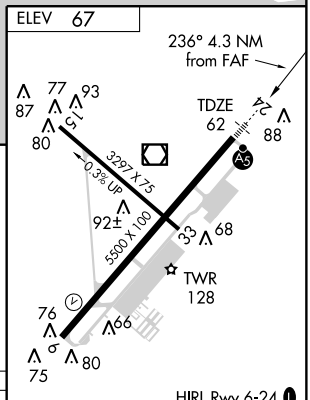
MISSED APPROACH: Climb to 800 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int / ACK 23.9 DME and hold.

ATIS	CAPE APP CON *	VINEYARD TOWER *	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95









HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

CATEGORY	A	B	C	D
S-ILS 24	* 262/24 200 (200-½)			
S-LOC 24	440/24 378 (400-½)			440/40 378 (400-¾)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 42601 W06A	APP CRS 056°	Rwy Idg 5500 TDZE 58 Apt Elev 67

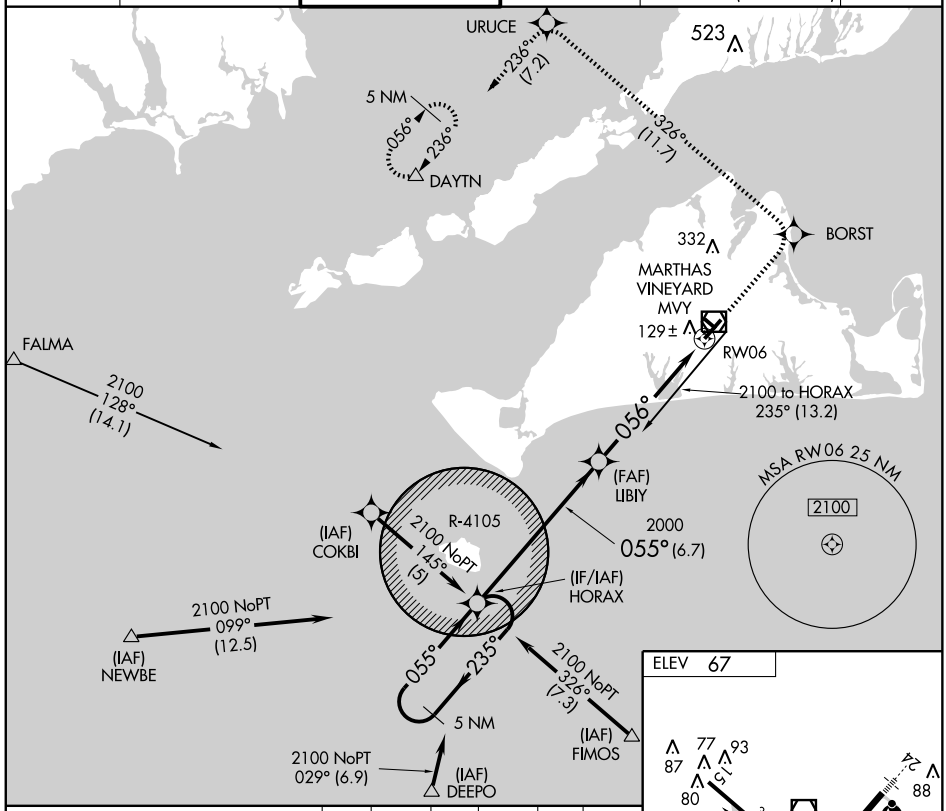
RNAV (GPS) RWY 6

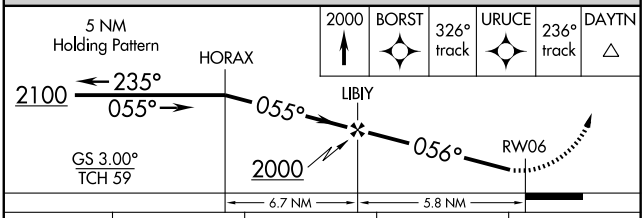
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

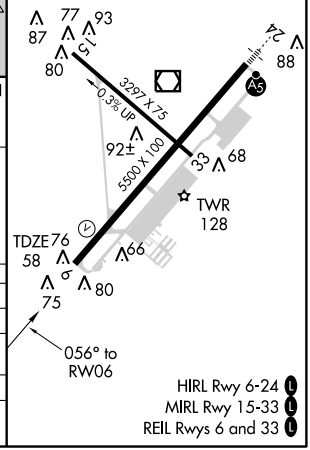
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-03 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BORST and via 326° track to URUCE and via 236° track to DAYTN and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	323-1	265 (300-1)		
LNAV/VNAV DA	399-1¼	341 (400-1¼)		
LNAV MDA	380-1	322 (400-1)		
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 48804	236°	Rwy Idg	5500
W24A		TDZE	62
		Apt Elev	67

RNAV (GPS) RWY 24

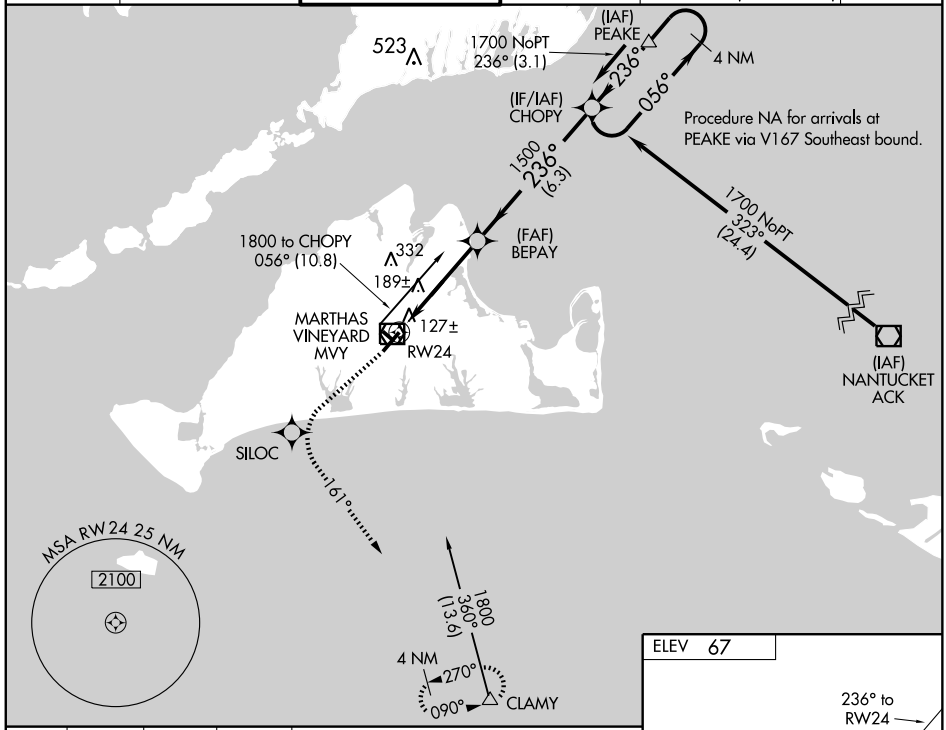
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

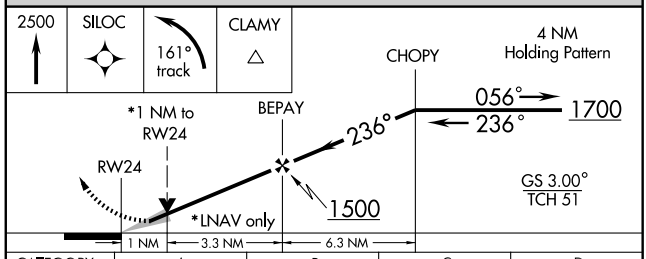
If local altimeter setting not received, use Hyannis altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2500 direct SILOC and left turn via 161° track to CLAMY and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	341/24 279 (300-½)			
LNAV/VNAV DA	392/40 330 (400-¾)			
LNAV MDA	440/24 378 (400-½)			440/50 378 (400-1)
CIRCLING	460-1 393 (400-1)	520-1 453 (500-1)	520-1½ 453 (500-1½)	620-2 553 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME MVY	APP CRS	Rwy Idg	5500
114.5	050°	TDZE	59
Chan 92		Apt Elev	68

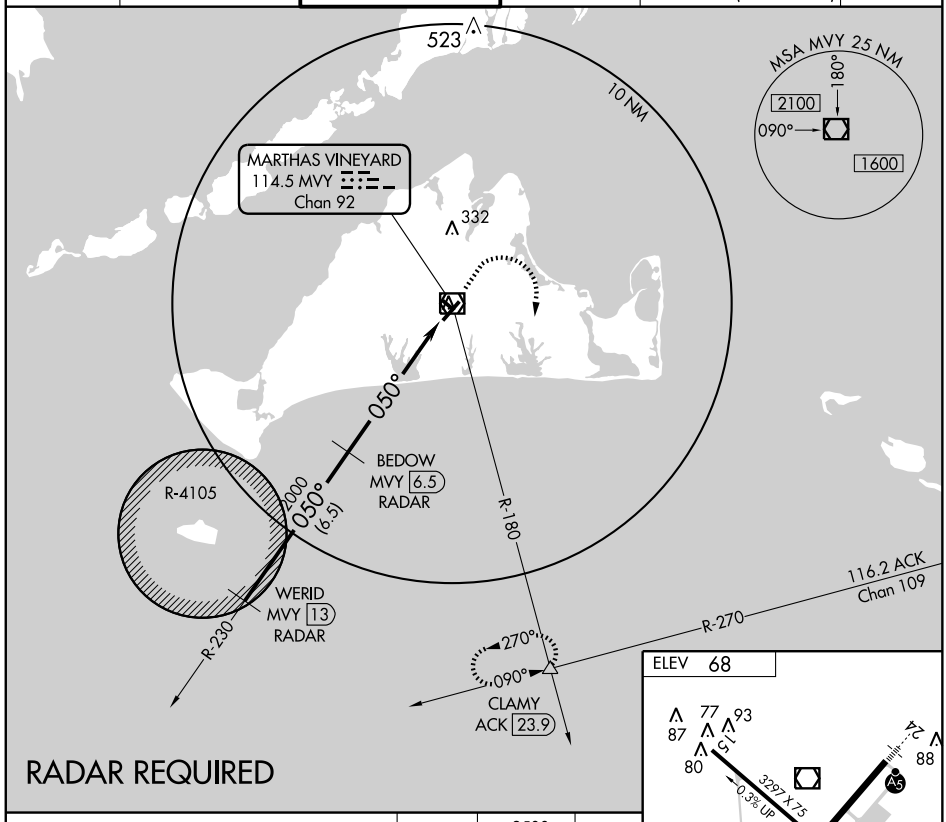
VOR RWY 6

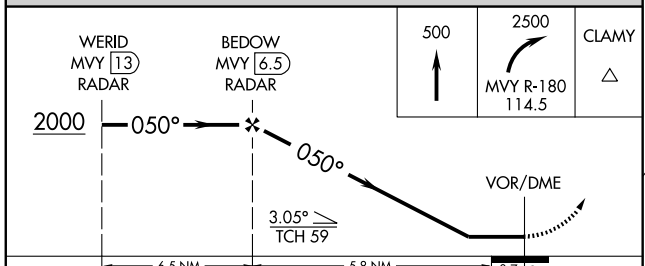
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

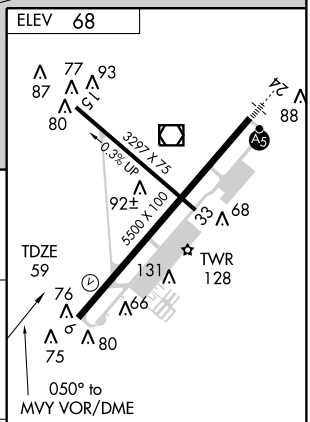
Radar or DME Required.
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95







CATEGORY	A	B	C	D
S-6	400-1 341 (400-1)			
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME MVY	APP CRS	Rwy Idg	5500
114.5	247°	TDZE	63
Chan 92		Apt Elev	68

VOR RWY 24

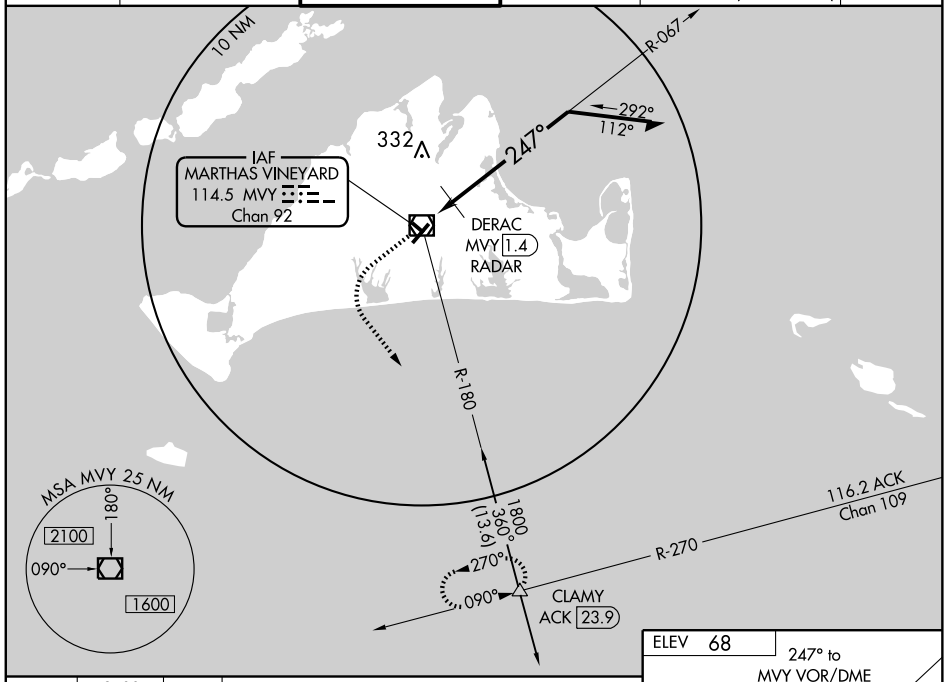
VINEYARD HAVEN / MARTHAS VINEYARD (MVY)

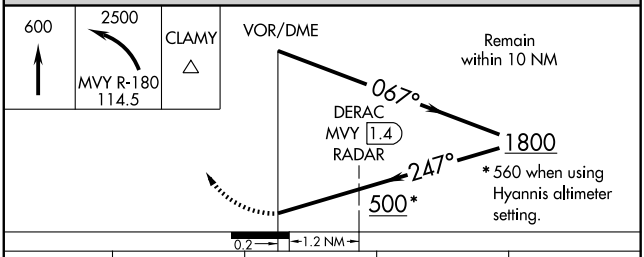
If local altimeter setting not received, use Hyannis altimeter setting and increase all MDAs 60 feet.
For inoperative MALSR, increase DERAC fix minimums Cat D visibility to RVR 6000.

MALSR

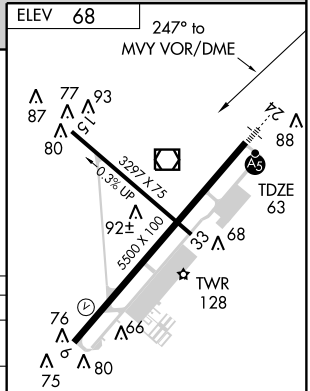
MISSED APPROACH: Climb to 600 then climbing left turn to 2500 via MVY VOR/DME R-180 to CLAMY Int and hold.

ATIS	CAPE APP CON ★	VINEYARD TOWER ★	GND CON	CLNC DEL	UNICOM
126.25	119.7	121.4 L (CTAF)	121.8	121.8 119.7 (Tower closed)	122.95





CATEGORY	A	B	C	D
S-24	500/24 437 (500-½)		500/40 437 (500-¾)	500/50 437 (500-1)
CIRCLING	500-1 432 (500-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)
DERAC FIX MINIMUMS				
S-24	440/24 377 (400-½)			440/50 377 (400-1)
CIRCLING	460-1 392 (400-1)	520-1 452 (500-1)	520-1½ 452 (500-1½)	620-2 552 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6 and 33 L

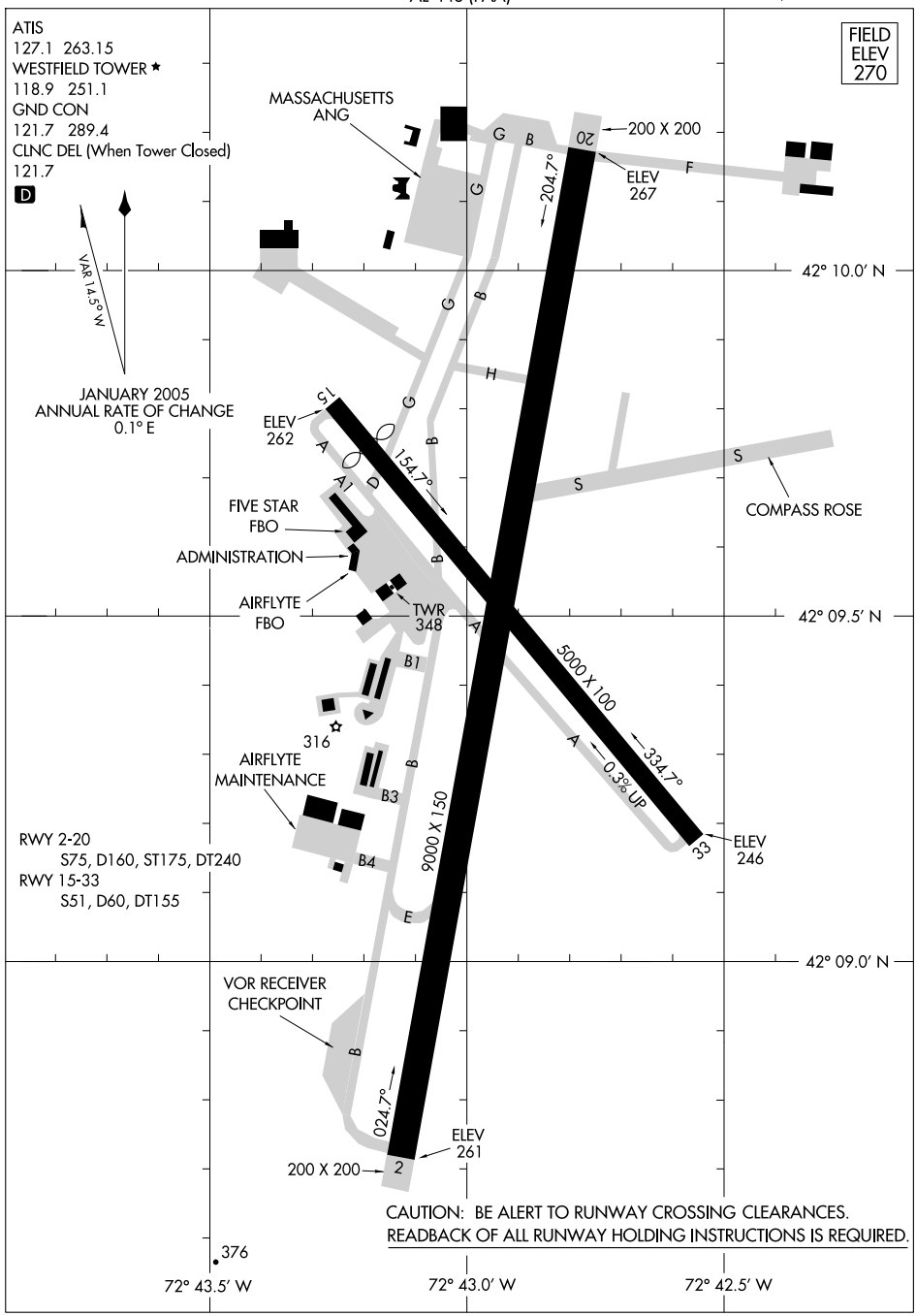
NE-1. 03 JUN 2010 to 01 JUL 2010

10154

AIRPORT DIAGRAM

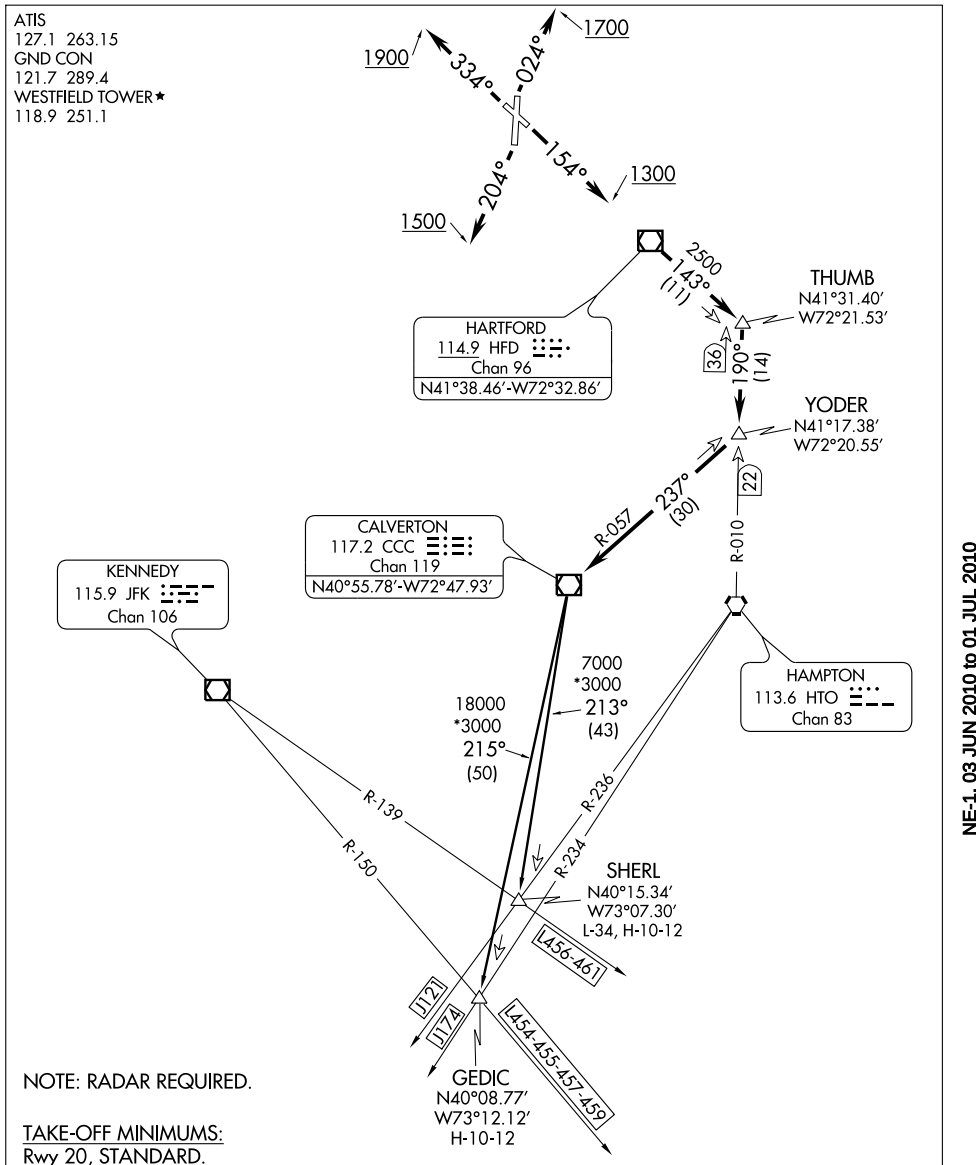
AL-446 (FAA)

WESTFIELD/BARNES MUNI (BAF)
WESTFIELD/SPRINGFIELD, MASSACHUSETTS



NE-1, 03 JUN 2010 to 01 JUL 2010

COASTAL THREE DEPARTURE



NOTE: RADAR REQUIRED.

TAKE-OFF MINIMUMS:

Rwy 20, STANDARD.

Rwy 2, 300-1½ or STANDARD with a minimum climb of 204 feet per NM to 600, or alternatively, with standard takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 feet prior to DER.

Rwy 15, 400-2 or STANDARD with a minimum climb of 404 feet per NM to 700.

Rwy 33, STANDARD with a minimum climb of 323 feet per NM to 2000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 2: Climb heading 024° to 1700, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 15: Climb heading 154° to 1300, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 20: Climb heading 204° to 1500, expect radar vectors to HFD VOR/DME, thence . . .
TAKE-OFF RWY 33: Climb heading 334° to 1900, expect radar vectors to HFD VOR/DME, thence . . .

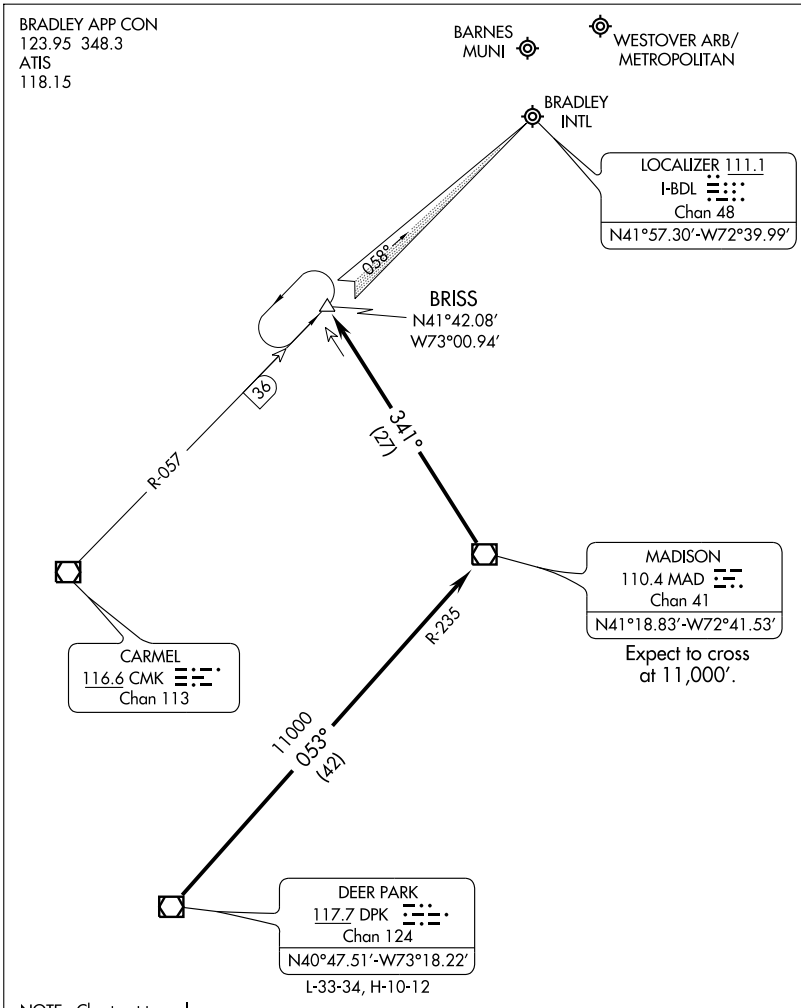
. . . . From over HFD VOR/DME proceed via HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then proceed via CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to requested flight level ten minutes after departure.

GEDIC TRANSITION (CSTL3.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC.
SHERL TRANSITION (CSTL3.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL.

TAKE-OFF OBSTACLE NOTES:
Rwy 2: Trees beginning 1186′ from DER, 144′ left of centerline up to 100′ AGL/385′ MSL. Trees beginning 1098′ from DER, 431′ right of centerline, up to 100′ AGL/465′ MSL.
Rwy 15: Trees beginning 245′ from DER, 74′ left of centerline, up to 100′ AGL/576′ MSL. Bush 245′ from DER, 285′ left of centerline, up to 20′ AGL/265′ MSL. OL on tank 4773′ from DER, 1315′ left of centerline, 190′ AGL/440′ MAL. Trees beginning 360′ from DER, 8′ right of centerline, up to 100′ AGL/508′ MSL.
Rwy 20: Trees beginning 18′ from DER, 47′ left of centerline, up to 100′ AGL/321′ MSL. Trees beginning 541′ from DER, 38′ right of centerline, up to 100′ AGL/329′ MSL.
Rwy 33: Trees and bushes beginning 151′ from DER, 138′ left of centerline, up to 100′ AGL/483′ MSL. OL on radio tower and towers beginning 1.5 NM from DER, 2641′ left of centerline, up to 305′ AGL/545′ MSL. Trees beginning 311′ from DER, 35′ right of centerline, up to 100′ AGL/513′ MSL.

DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT



NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.

NE-1, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 20

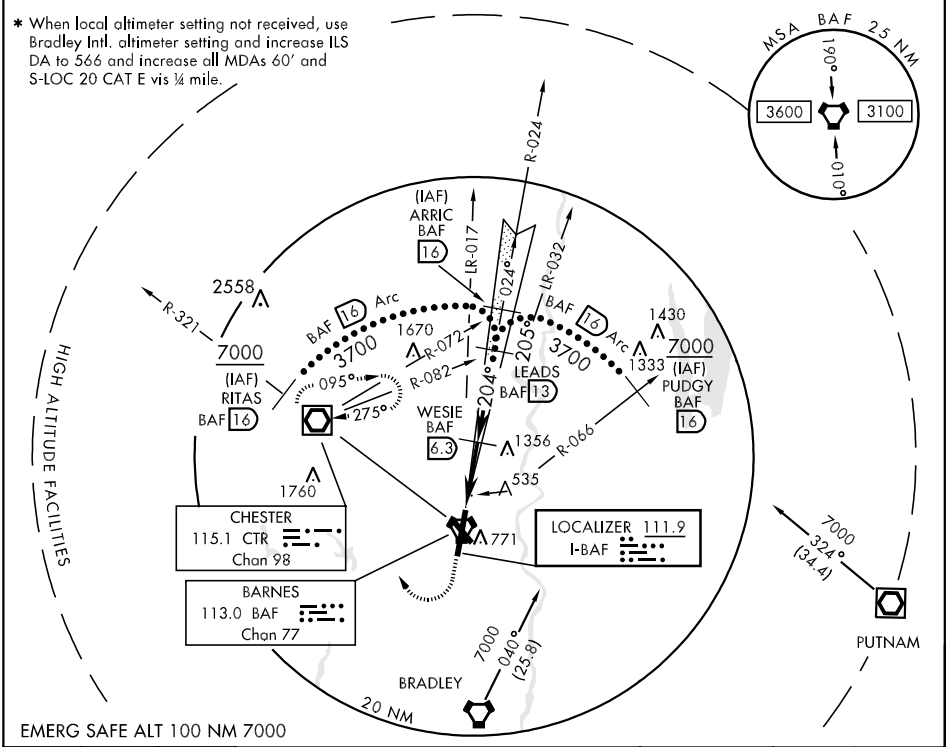
LOC I-BAF	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-446 [USAF]	WESTFIELD/BARNES MUNI (KBAF)
111.9	204°	9000 / 271 / 271		

MALSR

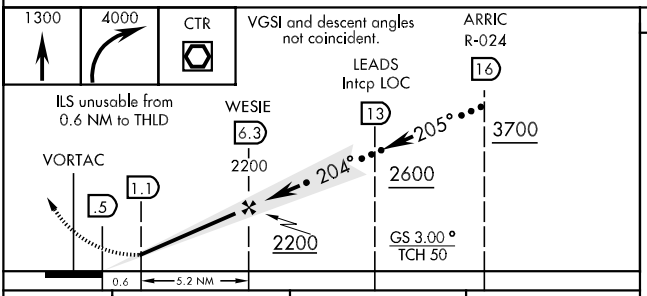
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct CTR VOR/DME and hold. (TACAN acft climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.)

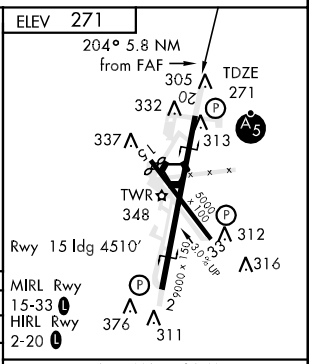
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase ILS DA to 566 and increase all MDAs 60' and S-LOC 20 CAT E vis ¼ mile.



EMERG SAFE ALT 100 NM 7000





CATEGORY	C	D	E
S-ILS 20 ★	521/40 250 (300-¾)		
S-LOC 20 ★	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)

FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

HI-TACAN RWY 20

VORTAC BAF	APCH CRS	Rwy ldg 9000
113.0	208°	TDZE 271
Chan 77		Arpt Elev 271

JAL-446 [USAF]

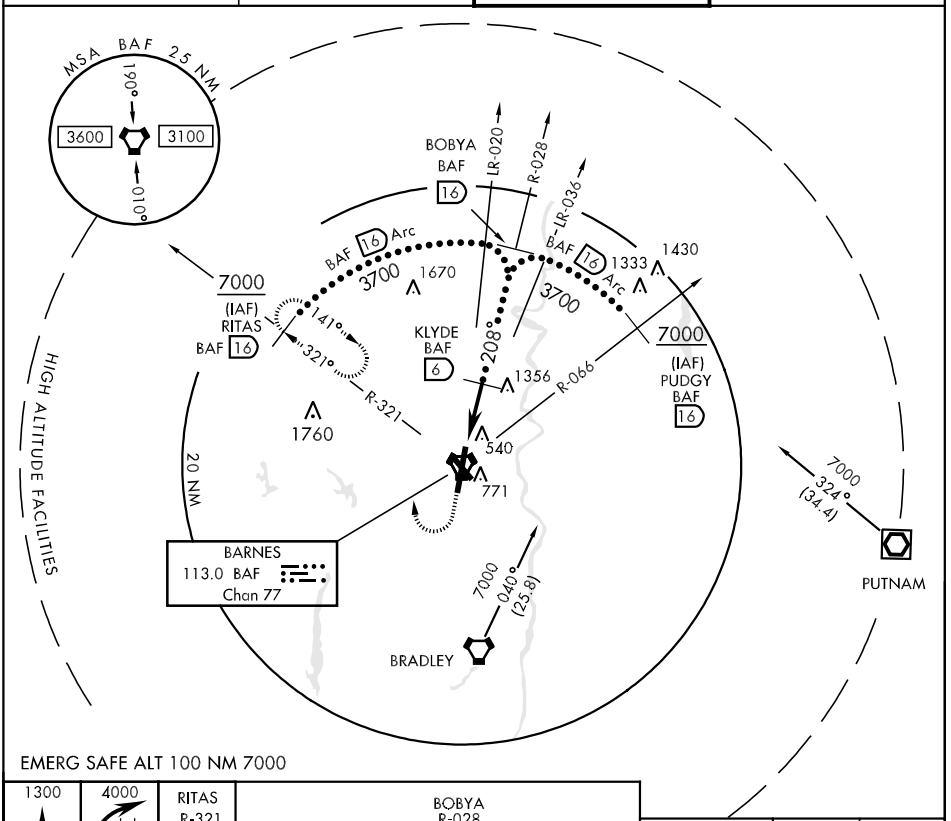
WESTFIELD/BARNES MUNI (KBAF)

* When local altimeter setting not received, use Bradley Intl. altimeter setting and increase all MDAs 60' and S-20 CAT E vis ¼ mile.

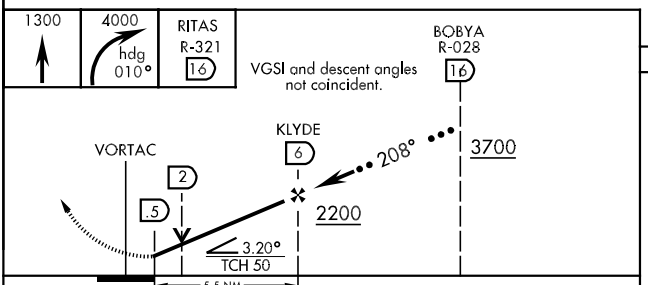
MALSR

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 via hdg 010° and BAF VORTAC R-321 to RITAS and hold.

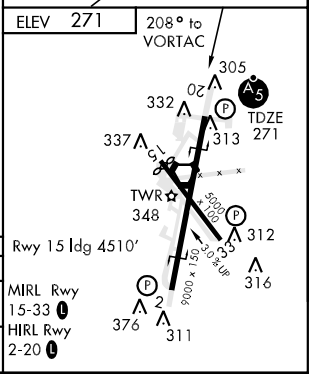
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON
263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4



EMERG SAFE ALT 100 NM 7000



CATEGORY	C	D	E
S-20 *	800/50 529 (600-1)	800/60 529 (600-1¼)	
CIRCLING	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)	1500-3 1229 (1300-3)



LOC I-BAF	APP CRS	Rwy Idg	8919
111.9	204°	TDZE	271
		Apt Elev	271

ILS or LOC RWY 20

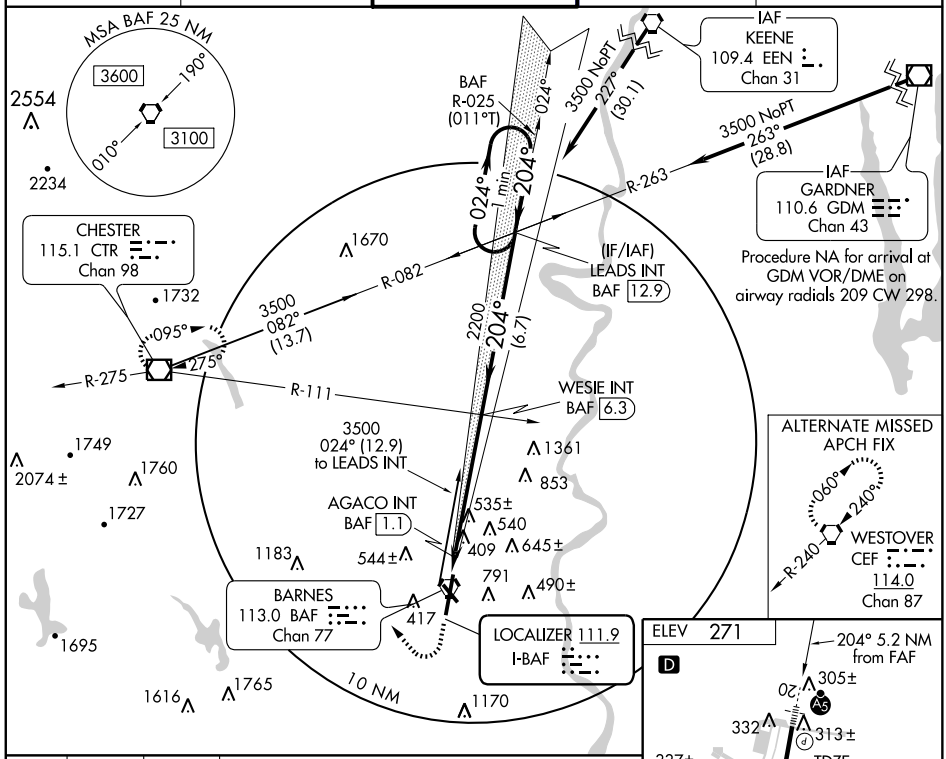
WESTFIELD / BARNES MUNI (BAF)

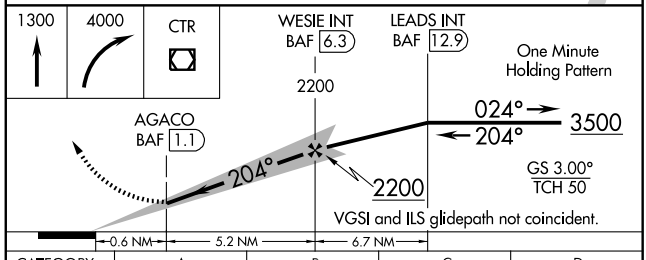
If local altimeter setting not received, use Bradley Intl altimeter setting and increase ILS DA to 566 and increase all MDAs 60 feet.
For inoperative MALSR, increase S-LOC 20 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS 20.
Visibiltiy reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7





CATEGORY	A	B	C	D
S-ILS 20	521/40 250 (300-¾)			
S-LOC 20	800/40 529 (600-¾)		800/50 529 (600-1)	800/60 529 (600-1¼)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9000
CH 77817	024°	TDZE	264
W02A		Apt Elev	270

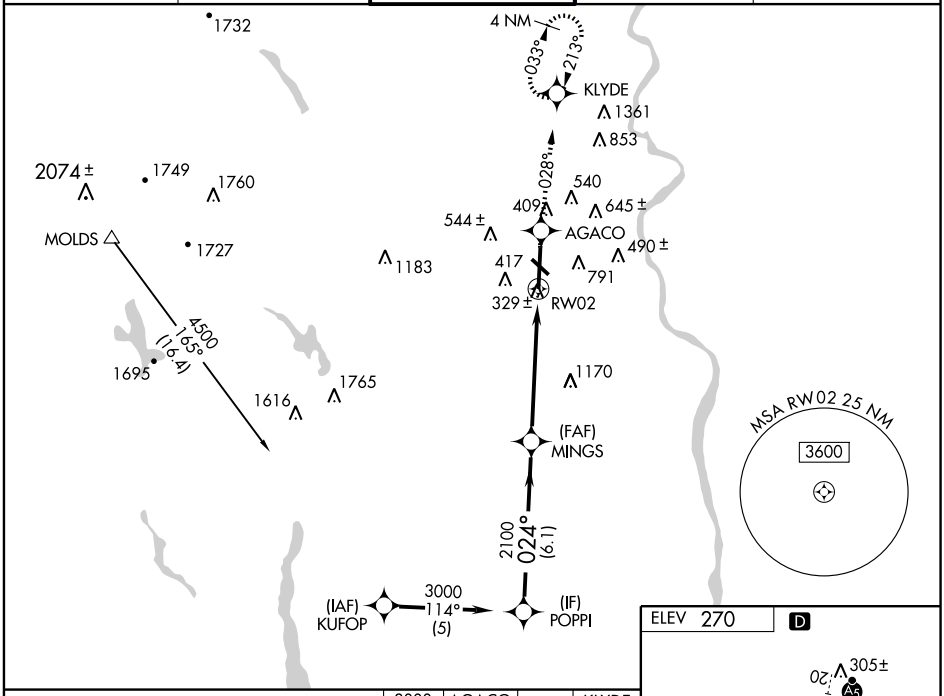
RNAV (GPS) RWY 2

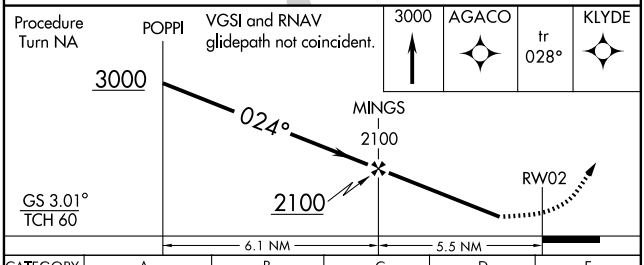
WESTFIELD/BARNES MUNI (BAF)

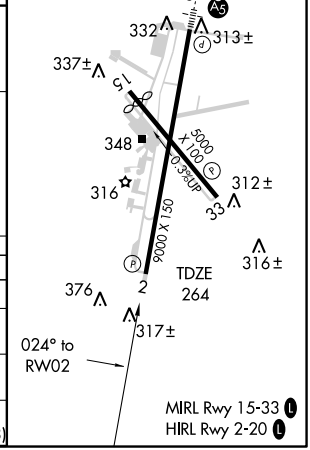
Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradley Intl altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AGACO and on track 028° to KLYDE and hold, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7







CATEGORY	A	B	C	D	E
LPV DA	515-1 251 (300-1)				
LNAV/VNAV DA	858-2 594 (600-2)				
LNAV MDA	1360-1¼ 1096 (1100-1¼)	1360-1½ 1096 (1100-1½)	1360-3 1096 (1100-3)		
CIRCLING	1360-1¼ 1090 (1100-1¼)	1360-1½ 1090 (1100-1½)	1360-3 1090 (1100-3)		1520-3 1250 (1300-3)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8919
CH 86405	204°	TDZE	271
W20A		Apt Elev	271

RNAV (GPS) RWY 20

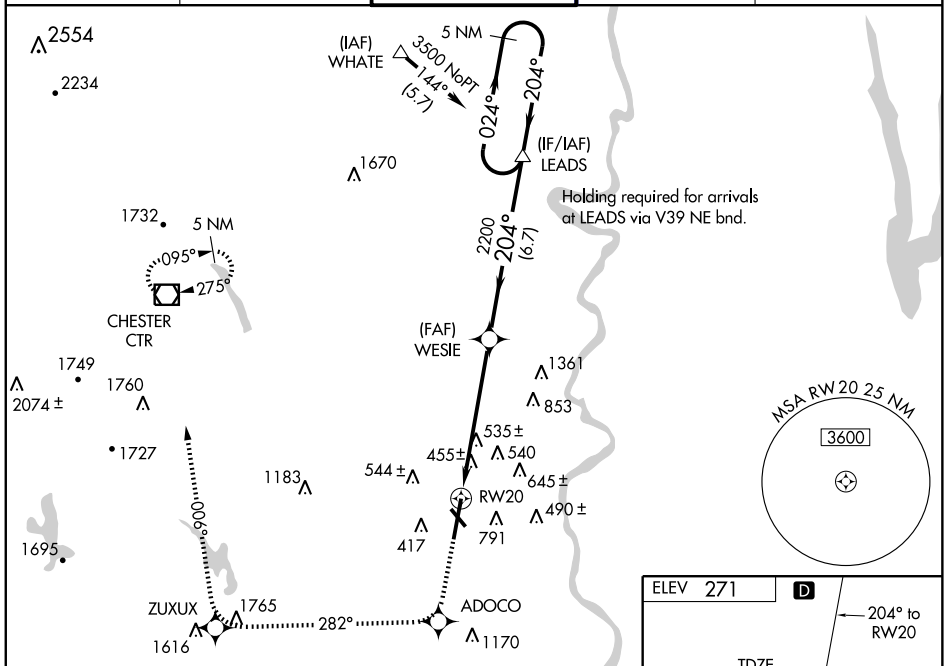
WESTFIELD/BARNES MUNI (BAF)

If local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 665, LNAV/VNAV DA to 973, and all MDAs 60 feet. VDP NA when using Bradley Intl altimeter setting. Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to RVR 6000 all Cats, increase LNAV Cats A and B visibility to RVR 5000. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

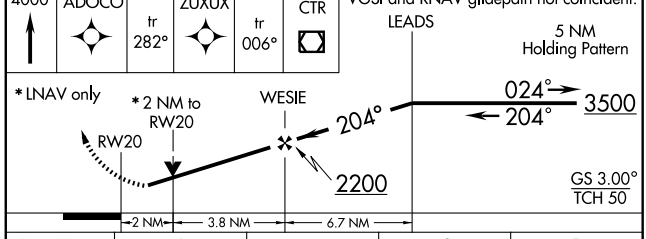
MISSED APPROACH: Climb to 4000 direct ADOCO and via 282° track to ZUXUX and via 006° track to CTR VOR/DME and hold.

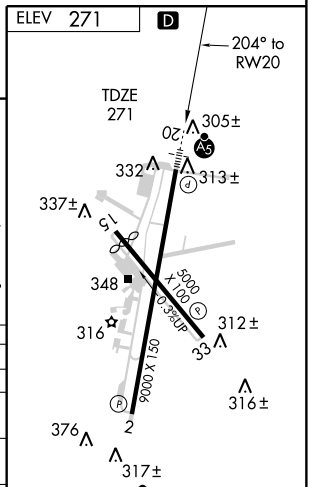
ATIS	BRADLEY APP CON	WESTFIELD TOWER ★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



4000	ADOCO	tr 282°	ZUXUX	tr 006°	CTR

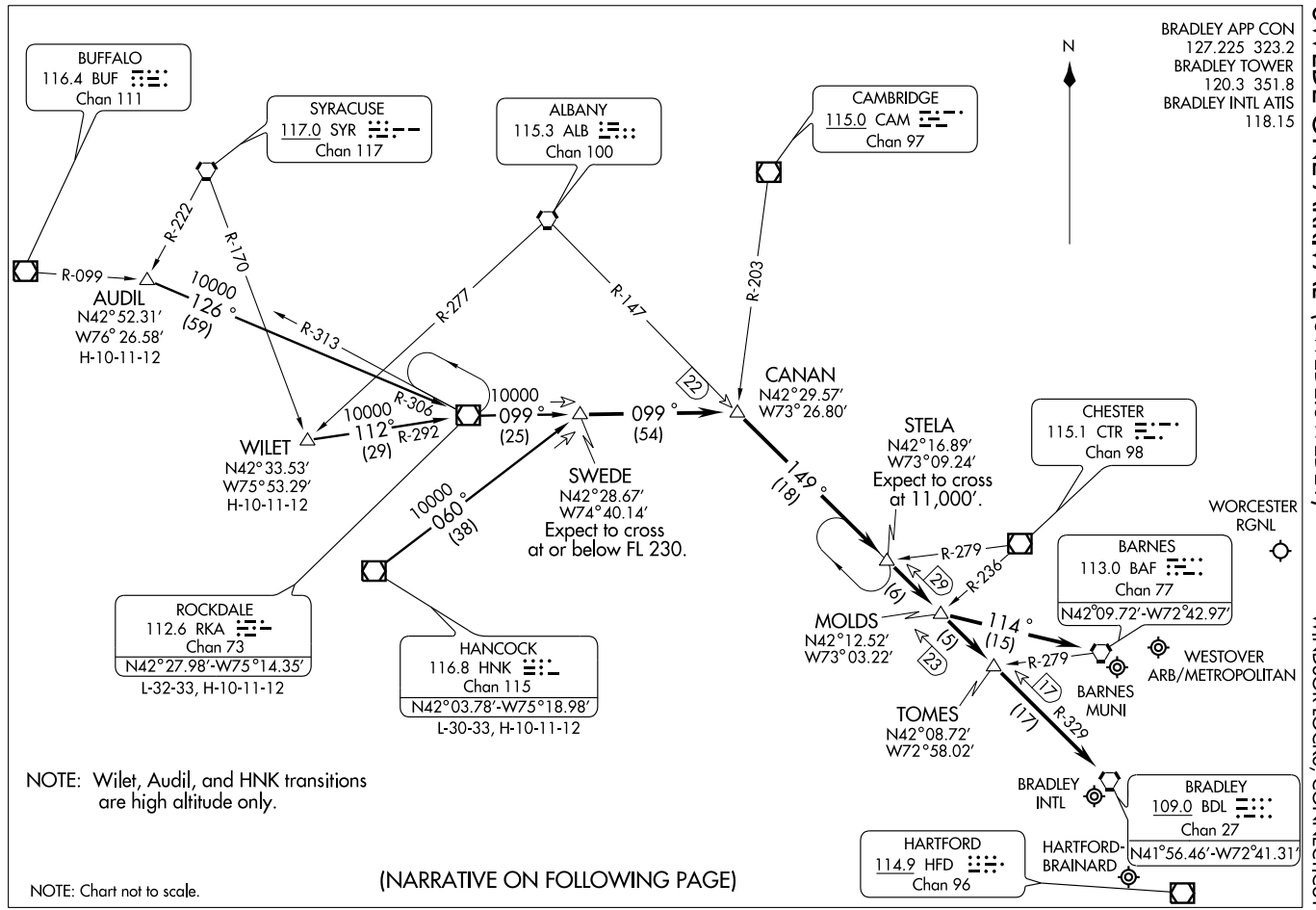
VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA	620/40 349 (400-¾)			
LNAV/ VNAV DA	928-1¾ 657 (700-1¾)			
LNAV MDA	940/40 669 (700-¾)		940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼ 889 (900-1¼)		1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

NE-1. 03 JUN 2010 to 01 JUL 2010


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-222
R-170
R-277
R-147
R-203
R-099
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 03 JUN 2010 to 01 JUL 2010

BAF VORTAC	APP CRS	Rwy Idg	9000
113.0	025°	TDZE	264
Chan 77		Apt Elev	270

VOR or TACAN RWY 2

WESTFIELD/BARNES MUNI (BAF)

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE Int and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7

CHESTER
115.1 CTR
Chan 98

R-028
R-112
028°
208°
KLYDE INT
BAF 6
R-170
R-160
025°
BARNES
113.0 BAF
Chan 77
DECAR INT
BAF 6.6
RADAR
10 NM
2100
025°
(5)
NUTTN INT
BAF 11.6
RADAR
R-205

1670 1732 1749 2074± 1760 1727 1695 1183 544± 409 540 645± 853 1361 791 490± 417 1616 1765 1170

RADAR REQUIRED

MSA BAF 25 NM
180°
3800
090°
2700
3100
360°

ELEV 270 D

305± 332 313± 337± 348 316 312± 316± 376 317± 2 TDZE 264
5000 X 100 0.5% UP
9000 X 150
025° 5.6 NM from FAF
MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NUTTN INT
BAF 11.6
RADAR
3000
025°
2100
DECAR INT
BAF 6.6
RADAR
3.02°
TCH 43
VGSI and descent angles not coincident.
3000
BAF R-028
113.0
KLYDE INT
BAF
1
VORTAC
5 NM
5.6 NM

CATEGORY	A	B	C	D	E
S-2	780-1	516 (600-1)	780-1½ 516 (600-1½)	780-1¾	516 (600-1¾)
CIRCLING	1160-1¼	890 (900-1¼)	1160-2¾ 890 (900-2¾)	1160-3 890 (900-3)	1520-3 1250 (1300-3)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1. 03 JUN 2010 to 01 JUL 2010

BAF VORTAC 113.0 Chan 77	APP CRS 208°	Rwy Idg 8919 TDZE 271 Apt Elev 271

VOR RWY 20

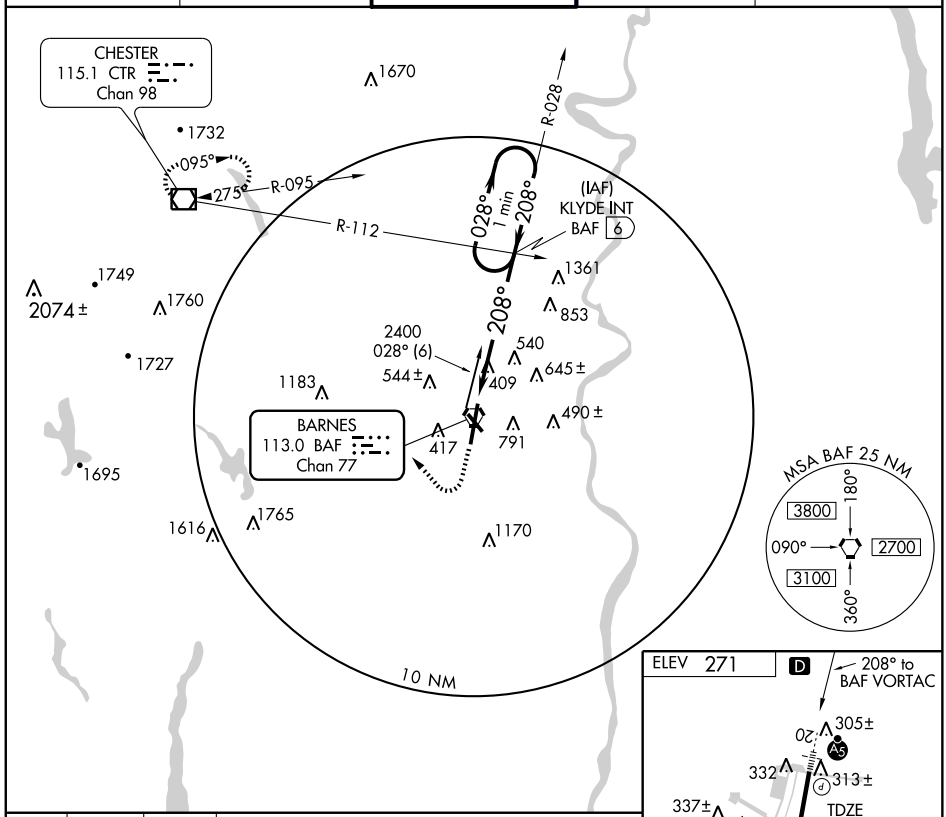
WESTFIELD/ BARNES MUNI (BAF)

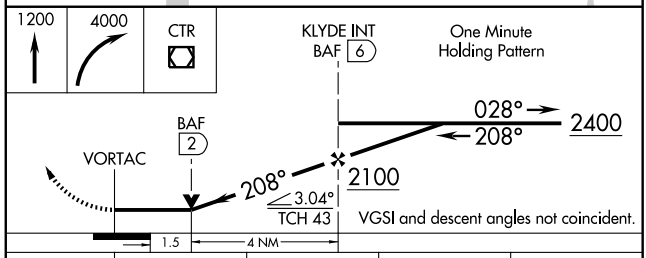
Visibility reduction by helicopters NA.
For inoperative MALSR, increase Cat A/B visibility to RVR 5000.

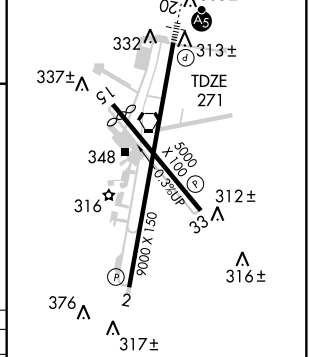
MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold.

ATIS	BRADLEY APP CON	WESTFIELD TOWER★	GND CON	CLNC DEL ★
127.1 263.15	125.35 281.5	118.9 (CTAF) L 251.1	121.7 289.4	121.7



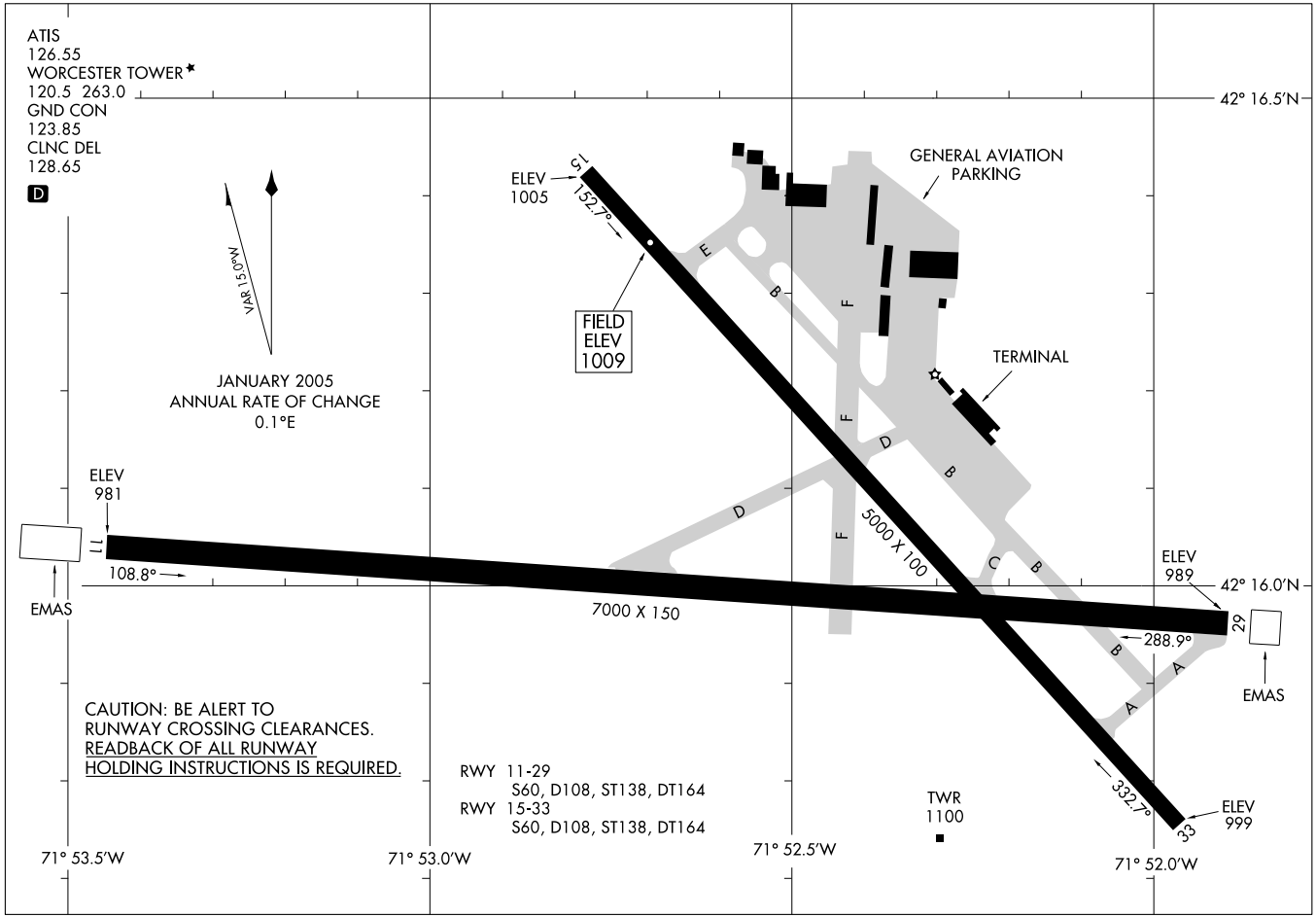




CATEGORY	A	B	C	D
S-20	940/40	669 (700-¾)	940/60 669 (700-1¼)	940-1½ 669 (700-1½)
CIRCLING	1160-1¼	889 (900-1¼)	1160-2¾ 889 (900-2¾)	1160-3 889 (900-3)

MIRL Rwy 15-33 L
HIRL Rwy 2-20 L

NE-1. 03 JUN 2010 to 01 JUL 2010



WORCESTER, MASSACHUSETTS

LOC/DME I-RSR	APP CRS	Rwy Idg	7000
110.9	109°	TDZE	981
Chan 46		Apt Elev	1010

ILS or LOC RWY 11
WORCESTER RGNL (ORH)

▼ If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
▲ VDP NA when using Laurence G. Hanscom Fld altimeter setting.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	122.95

GARDNER
110.6 GDM
Chan 43

2090

2900
187°
(16.5)

1859

R-209 R-187 R-167

LOCALIZER 110.9
I-RSR
Chan 46

2049

1674

ALTERNATE MISSED APCH FIX
289°
109°
GOZZR
417 EK

LOM
GOZZR
417 EK

289°
2800 NoPT
109°
(6.3)

289°
1 min
109°

1242± MM

(IAF)
SPENO INT
I-RSR 11.7

(IAF)
RILOC INT
I-RSR 5.4

1342

1210

1560

112.7 BOS
Chan 74

R-272

167°
347°

LAWRN INT
GDM 23

MSA GDM 25 NM
150° 4400 240°
3300

10 NM

Procedure NA for arrivals at SPENO via V-229 SW Bnd.

ELEV 1010 D

1036± 1077

TDZE
981

5000 X 100
7000 X 150

11 29 33

1100
1080

109° 5.5 NM from FAF

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

One Minute Holding Pattern

RILOC INT
I-RSR 5.4

1400 3000

LAWRN INT
GDM 23

GDM R-167
110.6

2800

I-RSR
1.4

2800 ← 289°
109° →
109°

2800

MM

GS 3.00°
TCH 44

4 NM 0.9 0.6

CATEGORY	A	B	C	D
S-ILS 11	1181/18 200 (200-½)			
S-LOC 11	1500/24 519 (500-½)		1500/50 519 (500-1)	1500/60 519 (500-1¼)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-EKW	APP CRS	Rwy Idg	7000
110.9	289°	TDZE	991
Chan 46		Apt Elev	1010

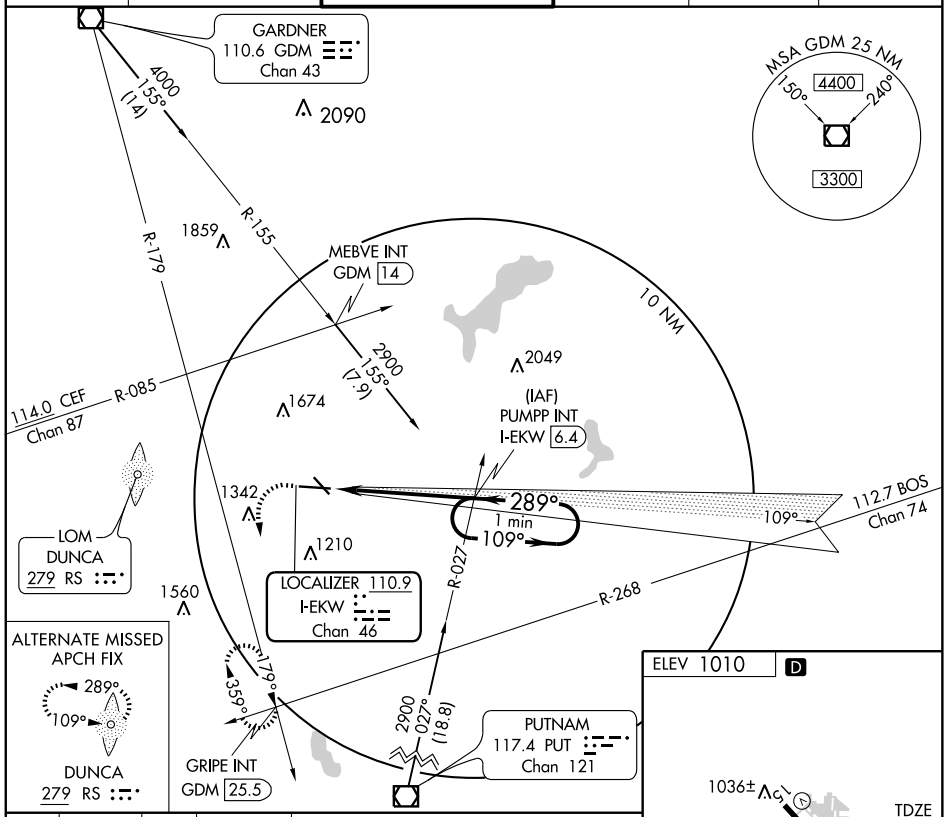
ILS or LOC RWY 29

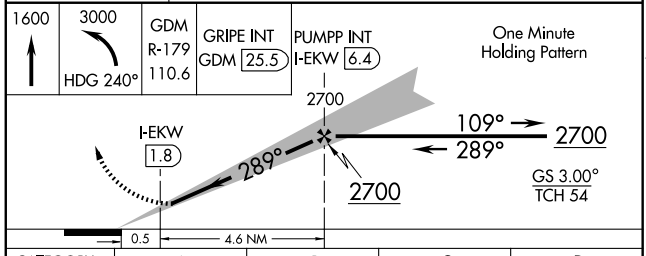
WORCESTER RGNL (ORH)

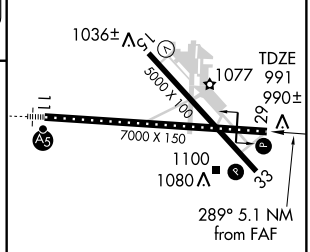
Autopilot coupled approach NA below 1226 feet. DME REQUIRED. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 240° and GDM R-179 to GRIPE Int/GDM 25.5 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 (L)
MIRL Rwy 15-33 (L)

CATEGORY	A	B	C	D
S-ILS 29	1191/40 200 (200-¾)			
S-LOC 29	1260/50 269 (300-1)			
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 03 JUN 2010 to 01 JUL 2010

LOM RS	APP CRS		
279	109°	Rwy Idg	7000
		TDZE	981
		Apt Elev	1010

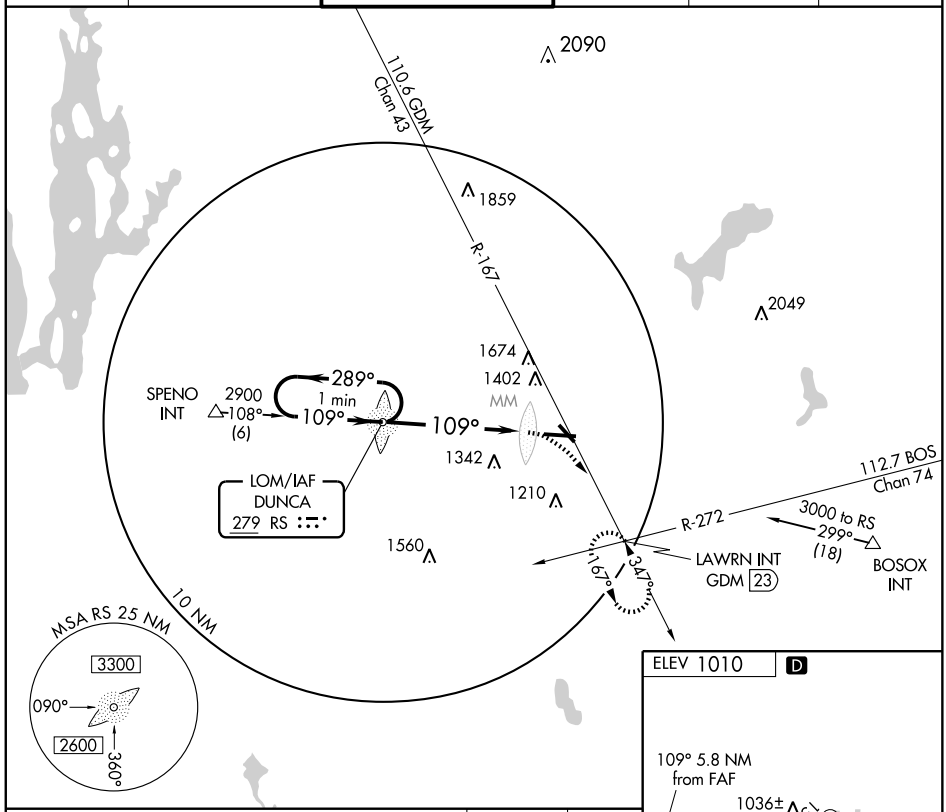
NDB RWY 11
WORCESTER RGNL (ORH)

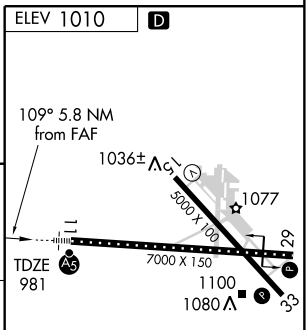
If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all MDAs 200'.

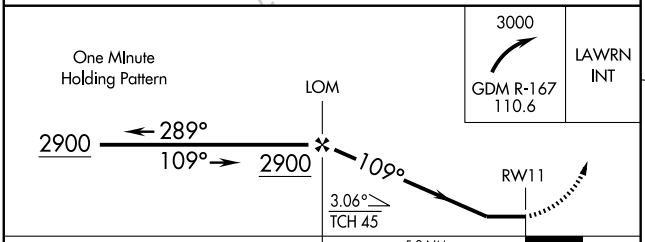
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GDM VOR/DME R-167 to LAWRN Int/GDM 23 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-11	1680/40	699 (700-¾)	1680-1½ 699 (700-1½)	1680-2 699 (700-2)
CIRCLING	1680-1	670 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS Ch 77999 W11A	APP CRS 109°	Rwy Idg 7000 TDZE 981 Apt Elev 1010

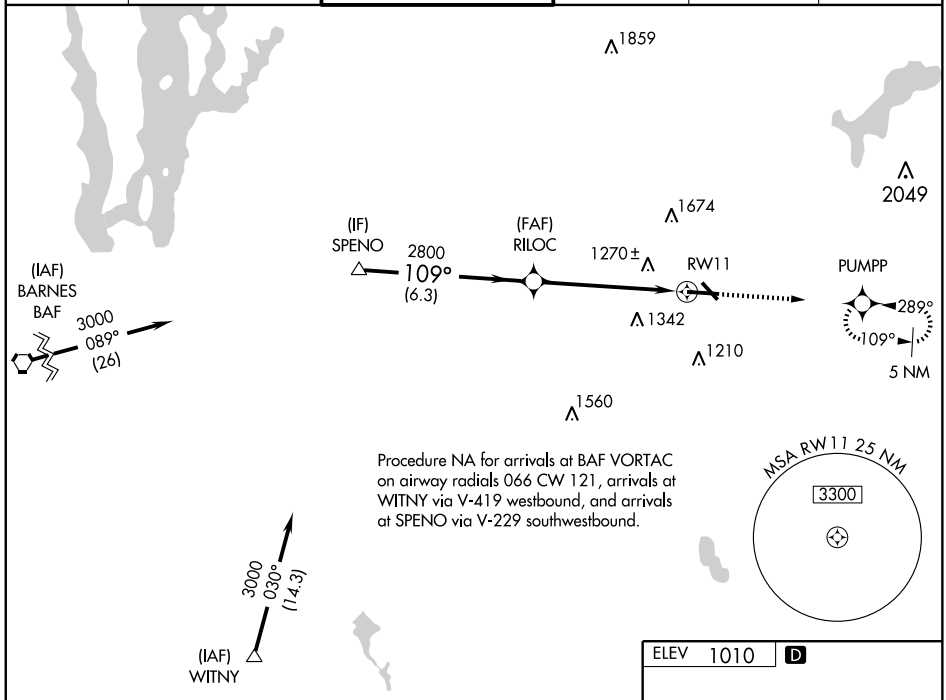
RNAV (GPS) RWY 11
WORCESTER RGNL (ORH)

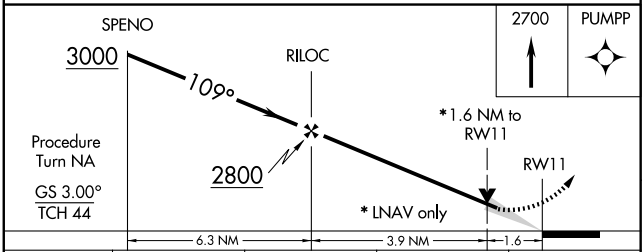
T DME/DME RNP -0.3 NA. For inoperative MALSR, increase LPV visibility all Cats to RVR 6000. If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'.
A
W VDP NA when using Laurence G. Hanscom Fld altimeter setting.

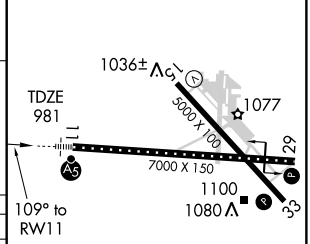
MALSR

MISSED APPROACH: Climb to 2700 direct PUMPP and hold. When authorized by ATC, continue climb-in-hold to 3000.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95







CATEGORY	A	B	C	D
LPV DA	1334/40 353 (400-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1520/24 539 (600-½)		1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

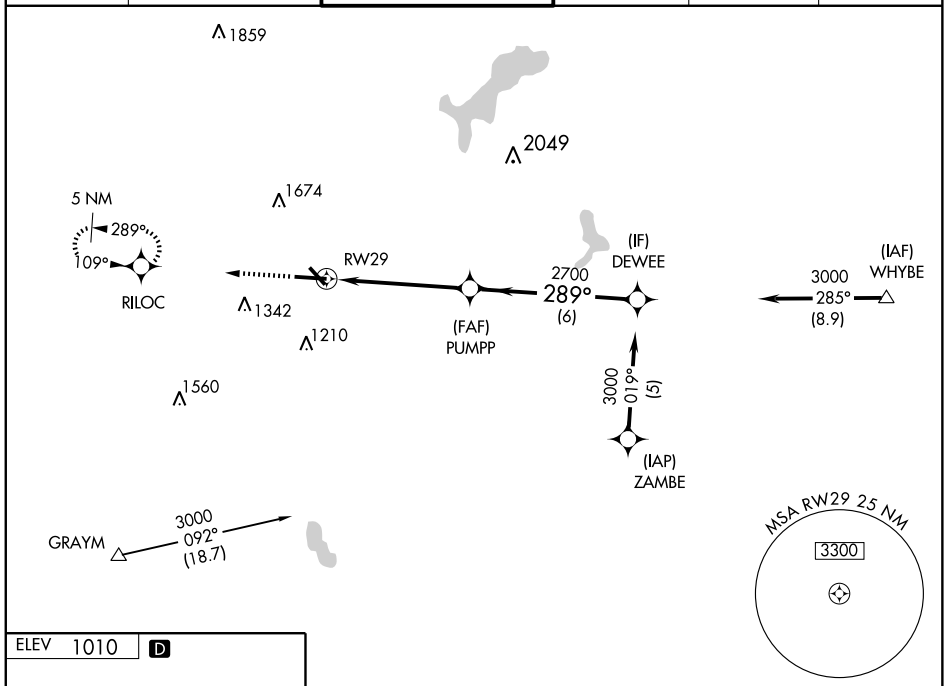
WAAS Ch 82299 W29A	APP CRS 289°	Rwy Idg 7000 TDZE 991 Apt Elev 1010

RNAV (GPS) RWY 29
WORCESTER RGNL (ORH)

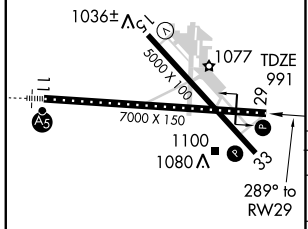
T A W DME/DME RNP -0.3 NA. Baro VNAV NA below -17°C (2°F). If local altimeter setting not received, use Laurence G. Hanscom Fld altimeter setting and increase all DAs/MDAs 200'. VDP and Baro-VNAV NA when using Laurence G. Hanscom Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct RILOC and hold, continue climb-in-hold to 3000.

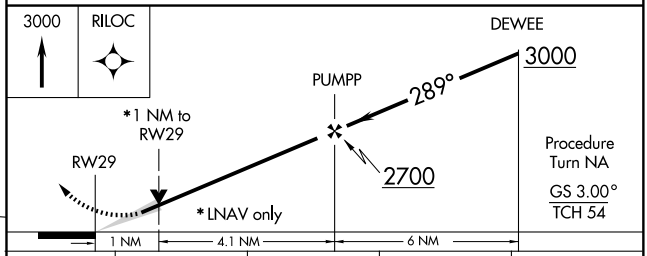
ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95



ELEV 1010 D



TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	1241/40 250 (300-¾)			
LNAV/VNAV DA	1361/60 370 (400-1¼)			
LNAV MDA	1360/50 369 (400-1)			1360/60 369 (400-1¼)
CIRCLING	1540 - 1¼ 530 (600-1¼)	1640 - 1¼ 630 (700-1¼)	1720 - 2 710 (700-2)	2000 - 3 990 (1000-3)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
333°	TDZE	999
	Apt Elev	1010

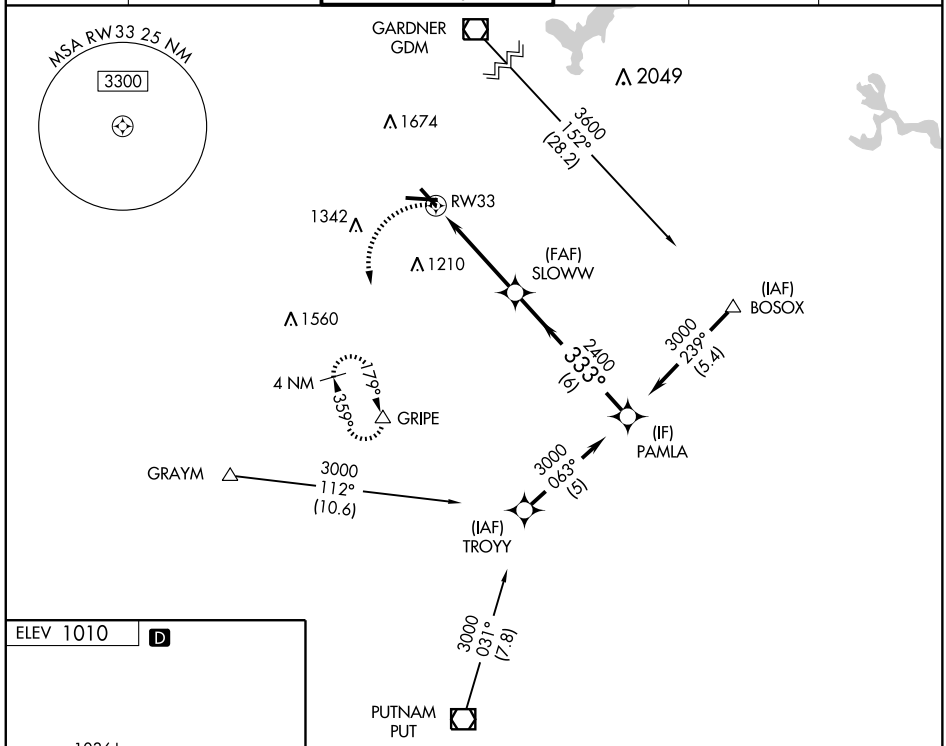
RNAV (GPS) RWY 33

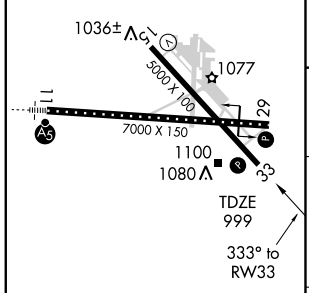
WORCESTER RGNL (ORH)

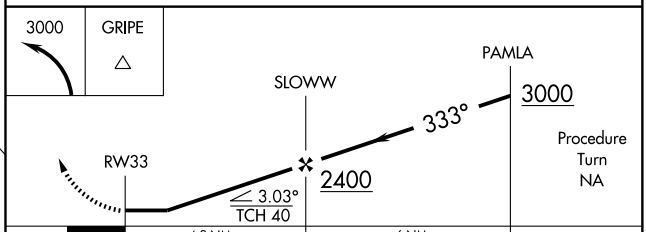
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Laurence G Hanscom Field altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, increase LNAV Cat D and Circling Cat C visibility ¾ mile, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct GRIPE and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) 263.0	123.85	128.65	122.95



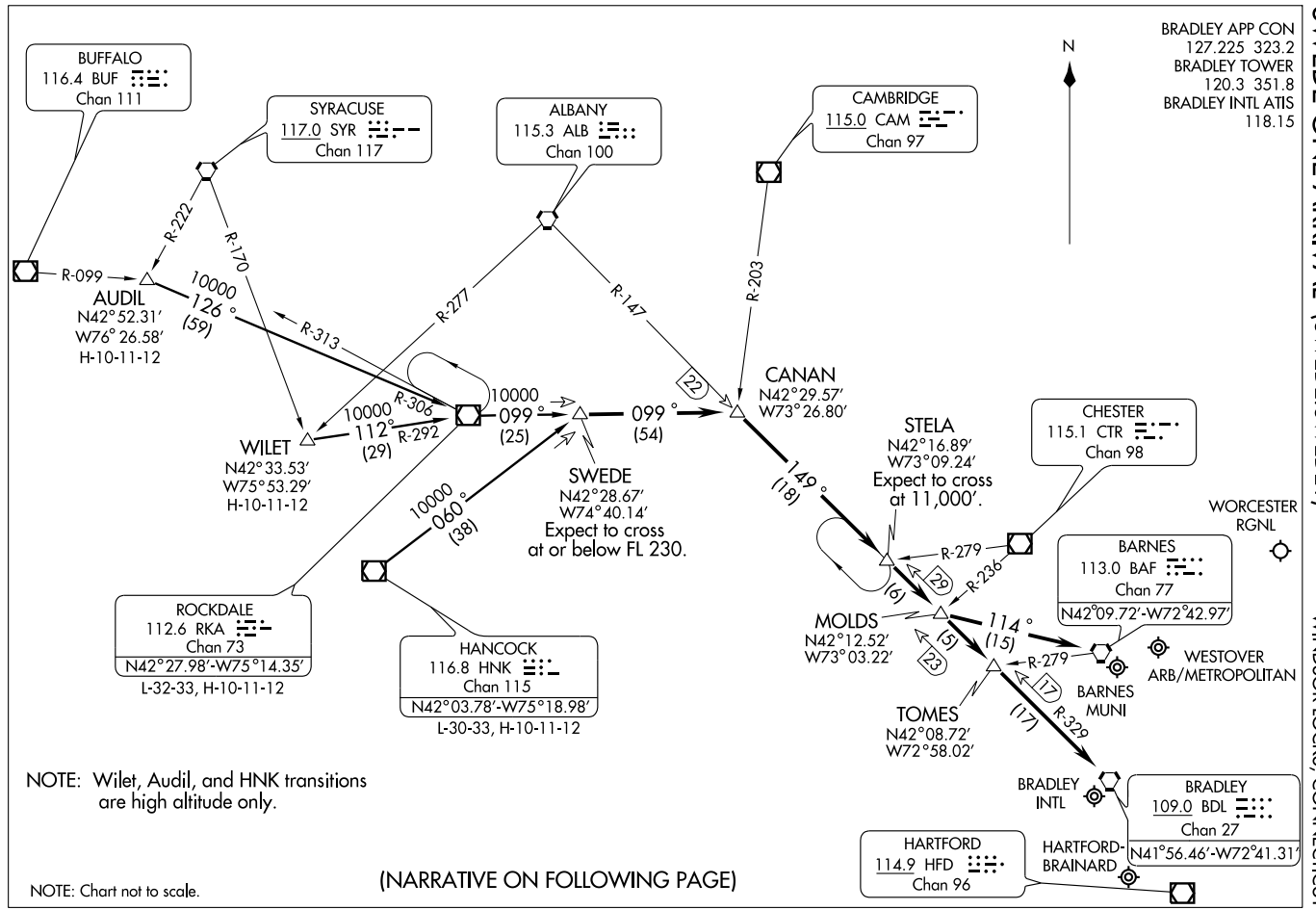




CATEGORY	A	B	C	D
LNAV MDA	1400-1 401 (400-1)		1400-1¼ 401 (400-1¼)	
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	2000-3 990 (1000-3)

TDZ/CL Rwy 11
REIL Rwys 15, 29 and 33
HIRL Rwy 11-29 (L)
MIRL Rwy 15-33 (L)

NE-1. 03 JUN 2010 to 01 JUL 2010


07298
SWEDE ONE ARRIVAL (SWEDE.SWEDE1)
ST-460 (FAA)
WINDSOR LOCKS, CONNECTICUT
BRADLEY APP CON
127.225 323.2
BRADLEY TOWER
120.3 351.8
BRADLEY INTL ATIS
118.15
N
BUFFALO
116.4 BUF
Chan 111
SYRACUSE
117.0 SYR
Chan 117
ALBANY
115.3 ALB
Chan 100
CAMBRIDGE
115.0 CAM
Chan 97
R-222
R-170
R-277
R-147
R-203
R-099
AUDIL
N42°52.31′
W76°26.58′
H-10-11-12
10000
126°
(59)
R-313
10000
R-306
112°
(29)
R-292
WILET
N42°33.53′
W75°53.29′
H-10-11-12
10000
099°
(25)
099°
(54)
22
CANAN
N42°29.57′
W73°26.80′
SWEDE
N42°28.67′
W74°40.14′
Expect to cross
at or below FL 230.
10000
060°
(38)
149°
(18)
STELA
N42°16.89′
W73°09.24′
Expect to cross
at 11,000′.
CHESTER
115.1 CTR
Chan 98
WORCESTER
RGNL
R-279
29
R-236
(6)
BARNES
113.0 BAF
Chan 77
N42°09.72′-W72°42.97′
MOLDS
N42°12.52′
W73°03.22′
114°
(15)
(5)
23
R-279
17
BARNES
MUNI
WESTOVER
ARB/METROPOLITAN
TOMES
N42°08.72′
W72°58.02′
(17)
R-329
ROCKDALE
112.6 RKA
Chan 73
N42°27.98′-W75°14.35′
L-32-33, H-10-11-12
HANCOCK
116.8 HNK
Chan 115
N42°03.78′-W75°18.98′
L-30-33, H-10-11-12
NOTE: Wilet, Audil, and HNK transitions
are high altitude only.
BRADLEY
INTL
BRADLEY
109.0 BDL
Chan 27
N41°56.46′-W72°41.31′
HARTFORD
114.9 HFD
Chan 96
HARTFORD-
BRAINARD
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

NE-1, 03 JUN 2010 to 01 JUL 2010

VORTAC GDM 110.6 Chan 43	APP CRS 347°	Rwy Idg 5000 TDZE 997 Apt Elev 1010

VOR/DME RWY 33

WORCESTER RGNL (ORH)

MISSED APPROACH: Climbing left turn to 3000 via heading 240° and GDM R-191 to GRAYM Int/GDM 26.7 DME and hold.

ATIS	BRADLEY APP CON	WORCESTER TOWER ★	GND CON	CLNC DEL	UNICOM
126.55	119.0 327.1	120.5 (CTAF) L 263.0	123.85	128.65	122.95

GARDNER 110.6 GDM Chan 43

3600 167° (23)

10 NM

2049

1674

1342

1210

1560

(IAF) LAWRN INT GDM 23

R-191

R-272

BOS 112.7 Chan 74

R-268

BOS 112.7 Chan 74

1 min

347°

167°

2500 347° (5)

SQUEL INT GDM 28

011°

191°

R-086

R-053

BDL 109.0 Chan 27

HFD 114.9 Chan 96

GRAYM INT GDM 26.7

R-030

R-167

3000 NoPT 030° (10.8)

IAF PUTNAM 117.4 PUT Chan 121

MSA GDM 25 NM

50° 240°

4400

3300

ELEV 1010 D

1036±

1077

5000 X 100

7000 X 150

11

29

33

A5

1100

1080

TDZE 997

347° 4 NM from FAF

TDZ/CL Rwy 11

REIL Rwys 15, 29 and 33

HIRL Rwy 11-29 L

MIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					

3000 HDG 240°

GDM R-191 110.6

GRAYM △

LAWRN INT GDM 23

One Minute Holding Pattern

167° 347° 2500

GDM 19.5

347°

3.47° TCH 38

VGSI and descent angles not coincident.

0.5 3.5 NM

CATEGORY	A	B	C	D
S-33	1520-1	523 (600-1)	1520-1½ 523 (600-1½)	1520-1¾ 523 (600-1¾)
CIRCLING	1540-1 530 (600-1)	1640-1 630 (700-1)	1720-2 710 (800-2)	1960-3 950 (1000-3)

NE-1. 03 JUN 2010 to 01 JUL 2010